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Grand Opening
OF THE
NORTHERN PACIFIC RAILWAY
CELEBRATION



AT
SAINT PAUL, MINNESOTA

The Eastern Terminus
September 3^d 1883.

Compliments of the
City of St. Paul, Minn.



EDWARD W. NOLAN
GRAND OPENING

—OF THE—

Northern Pacific Railway.

CELEBRATION AT
ST. PAUL, MINNESOTA.

The Eastern Terminus.

SEPTEMBER 3rd, 1883.

ISSUED BY ORDER OF THE CITY OF ST. PAUL.

COMPILED BY J. H. HANSON.

BROWN & TREACY,
BOOK PUBLISHERS AND PRINTERS,
ST. PAUL.

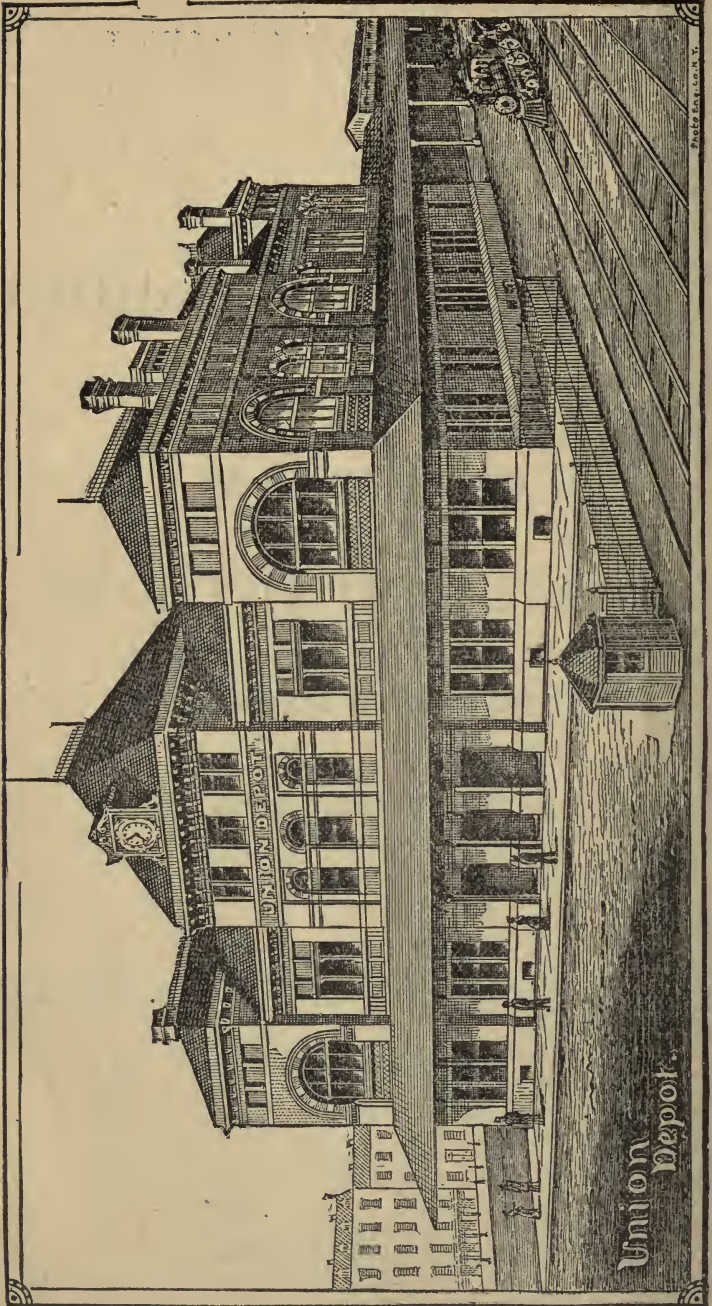


Photo by J. C. N. Y.

Union Depot

—THE—
 Northern Pacific Railroad.

ST. PAUL, THE EASTERN TERMINUS.

* "Open for Business." *

THE last half of the nineteenth century will always stand forth in history as remarkable for the conception and completion of mighty projects, but, of the gigantic feats of engineering and financiering, none excel in magnitude and importance the building of the great Northern Pacific Railway, uniting St. Paul, Minnesota, the northern metropolis on the Mississippi River, with the great northern cities on the Pacific coast, and making her the gateway to the Pacific and the depot and entrepot of a commerce continental in its proportions.

After thirteen years of struggle and perplexity the great work is achieved, and an immense area of the most valuable of the public domain is summoned to add its quota to the national wealth and to the prosperity of the republic. We will not rehearse here the well-known history of the undertaking, but will briefly state its present position. In 1881 the presidency of the road was with Hon. Frederic Billings, the office in the interval, after the resignation of president Smith, having been filled successively by Gen. Cass, of New York, and Charles B. Wright, of Philadelphia. By a first mortgage loan the entire line was equipped and money raised for its completion. The credit of the road was fully restored in 1881 when president Villard added to his control of the Oregon Railway and Navigation Company the purchase of the Northern Pacific by the aid of what was known as the "blind pool," a syndicate of American and German capitalists who saw the importance of allying the great transcontinental railway to the navigation lines of Puget Sound and the Pacific. To perfect the reunion the Oregon and Transcontinental Company was organized as a credit and trust company, to which was given a majority of the stock of the Northern Pacific and the Oregon Railway and Navigation Company. The Oregon and Transcontinental also has a lease of the Oregon and California Railroad, and is building branch and feeder lines of road to the Northern Pacific. With the able lieutenantcy of Vice President Thomas F. Oakes, the new administration finished the construction of the road during the years 1881-2-3, with such energy and impetus that the advancing lines met in August of the latter year at a point fifty miles west of Helena, now known to the history and geography of the future as Gold Creek.

In 1878, upon the opening of the road from Sauk Rapids to St. Paul, the directors of the Northern Pacific entered into an arrangement with the trustees of the mortgages made upon this line by the St. Paul and Pacific Railroad Company, and trains in that year began to be run over this shortened route to St. Paul, instead of by the St. Paul and Duluth road. St. Paul thus became the

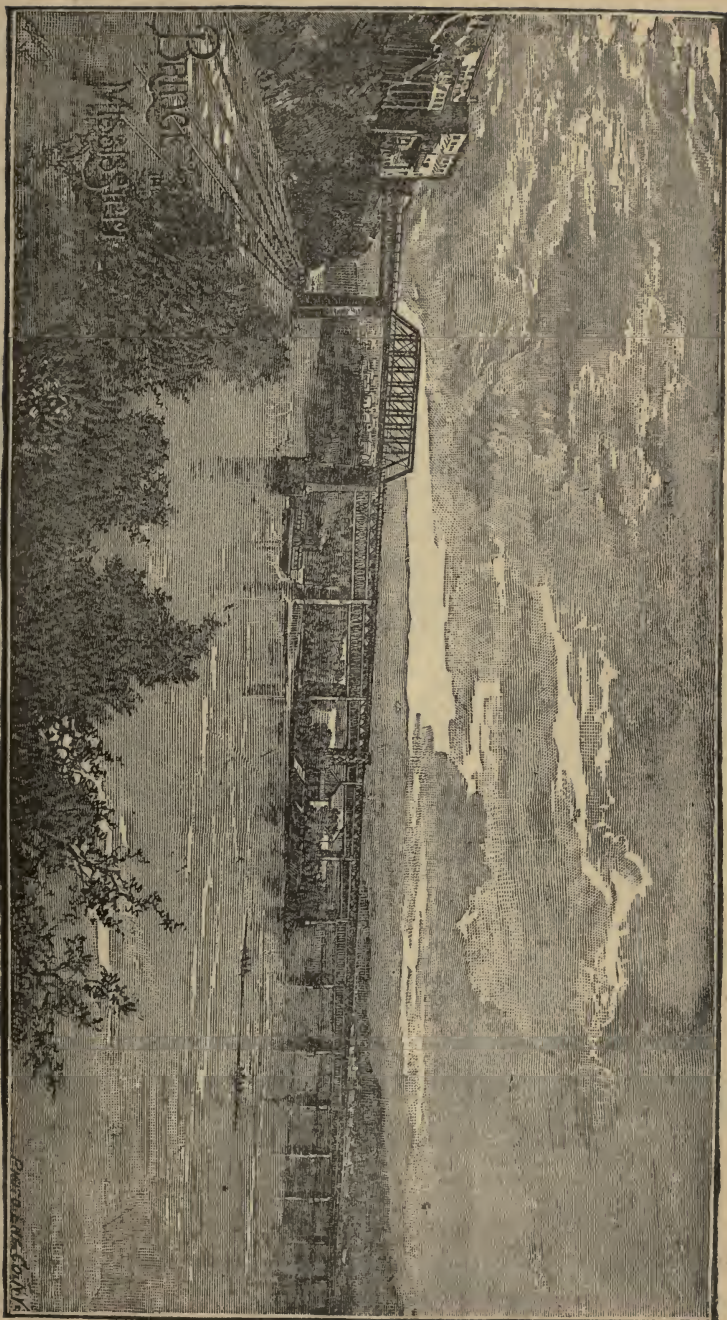
eastern terminus of the road and gradually the center from which the entire road was operated. The terminal properties of the Northern Pacific at St. Paul and Portland are owned jointly by the Oregon Railway and Navigation Company, the Northern Pacific and the Oregon and Transcontinental, the former companies each owning 40 per cent. of the stock of the terminal companies and the latter company 20 per cent. In St. Paul, the terminal grounds of the company embrace 400 acres, valued at over \$1,000,000. On a tract of thirty acres convenient to the various roads centering in St. Paul, a Union Passenger Depot will be built at an estimated cost of \$800,000, and with a capacity five times that of the present Union Depot. The shops of the road will be erected on an 180-acre tract a little out of the present center of the city, at a cost of \$1,500,000. A still larger purchase recently made, embracing 220 acres near Lake Como, will be devoted to freight yards and the industries depending upon the best shipping facilities, such as packing houses, elevators, stock yards, etc. These several improvements in St. Paul involve the expenditure in St. Paul of upwards of \$5,000,000.

The Northern Pacific also has a one-fifth interest in the Minnesota Transfer Freight and Stock Yards, situated about five miles from the business center of St. Paul. Here the Northern Pacific, Chicago, Milwaukee & St. Paul, the Chicago, St. Paul, Minneapolis & Omaha, the St. Paul, Minneapolis & Manitoba, and the Minneapolis & St. Louis Railroads, have established a clearing house for the vast amount of through freight passing over these roads. The advantage to the Northern Pacific of this transfer will be more apparent as the tide of traffic from China and Japan and the Pacific coast finds its way to the Atlantic seaboard over the northern route. The Oregon Railway and Navigation Company, with thirty-two large fine steamships collecting and depositing at the wharfs of the Northern Pacific on the Columbia River and Puget Sound line, produce of the Pacific coast will soon pour upon the eastern terminus a volume of freight that will tax present terminal facilities to their utmost capacity.

The Northern Pacific Company has also in St. Paul a general office building which in elegance, solidity and practical appointments is not surpassed in the United States. It is located on Broadway and faces up Fourth street, a most sightly and eligible situation. The building is very massive, four stories in height above a high basement, and, in point of architectural beauty, it is extremely attractive. It was recently completed at a cost of over \$200,000, and was designed by Mr. Bradford L. Gilbert the company's architect in New York. It is probable that the president and vice-president will soon remove here from their present quarters in New York, thus centralizing all branches of the government of the road in St. Paul.

* Across the Continent *

THE completion of the Northern Pacific was celebrated as no other work in this century has been. The triumph of a Roman Emperor would pale in magnificence before the honors paid President Villard and his guests from Europe, and all parts of the United States. The celebration began with the first arrival from England and Germany of the honored gentlemen and ladies, whom Mr. Villard invited to be his guests from the time of their departure on the other side of the Atlantic until their return. During the last week in August these guests were feted in New York, and several excursions to points in and about the metropolis were arranged with every regard for their convenience and entertainment. The whole



number of guests, some three hundred, were welcomed to the hospitalities of Mr. Villard's special trains of palace cars, and the journey out from New York was made under the most delightful auspices. Every comfort and luxury available in modern railroading was supplied. A table d'hote that would be the despair of a Delmonico, was sustained throughout the whole journey across the continent and returning. Not a single experience of pleasure known to American palace car traveling was withheld.

At the various cities en route, the guest trains were given enthusiastic receptions and ovations. Chicago entered most heartily upon the hospitalities due the occasion; and Mr. Villard and his guests were shown the myriad sights of growth and enterprise in a western metropolis with a degree of attention that kings and princes might have been proud of.

ARRIVAL OF THE GUESTS IN ST. PAUL.

According to the official time table issued by the Northern Pacific Co., the guests from Germany were to arrive in St. Paul on Saturday, September 1st, and a committee consisting of Messrs. Gustav Willius, G. Benz, G. Bohn, W. von Deyn, R. W. Eltzner, M. Holl, Fred Harrsen, Arnold Kalman, C. H. Lienau, W. P. Murray, A. Oppenheim, Geo. Reis, Albert Scheffer and C. Stahlmann, were dispatched to Chicago to meet these distinguished gentlemen, who were accompanied by President Villard.

THE GERMAN GUESTS.

Gen. von Xylander, member of the German bundesrath, and military plenipotentiary of Bavaria at the court of Berlin; Mrs. von Xylander, sister of Mr. Villard.

Col. Emil von Xylander, commander First Bavarian cavalry brigade.

Hon. Carl Schurz, ex-Secretary of the Interior, New York.

Ex-Gov. Edward Solomon, Gustav Schwab, Fred Kechne, Dr. Jacoby, New York.

Adolphus Meyer, St. Louis.

Dr. Louis Borchardt of Manchester, England.

Consul Raschdan, German consul at New York.

Dr. von Mohl, German consul at Cincinnati.

Ex-Gov. Koerner of Illinois.

R. C. Hilgard, Belleville, Ill.

Baron von Eisendecker, German minister at Washington and Mrs. von Eisendecker.

Count Lippe Weisendfeldt, charge d'affaires of Austria and Hungary.

Udo Brachvogel, New York.

Edward Koelle, consul from Karlsruhe.

Dr. Teigel, consul general, New York.

Senator Charles de Chapeaurouge, official representative of the city of Luxemburg.

Senator Dr. Albert Groening, official representative of the city of Bremen.

Dr. Max. Weber, official representative of the city of Berlin.

Privy Counselor Dr. Von der Leyen.

Prof. R. Zittel, rector of the university of Munich.

Dr. A. W. Hofmann, professor of chemistry, University of Berlin.

Baron George von Bunser, LL. D., member of the German reichstag.

Prof. Dr. Greist, member of the reichstag, a famous German jurist and parliamentarian.

G. Siemens, LL. D., director of the Deutsche Bank, Berlin.

Dr. Paul Lindeu, a famous author.

Dr. Edward Lasker, a leader of the Liberal party in Germany.

Imperial German Consul General Dr. Feigel of New York city.

Dr. von Schauss, director South German Real Estate bank, Munich.

Hon. Rudolph Schleiden, LL. D., ex-minister.

Hon. Theodore Spaeth, counselor, etc.

Dr. Adam Eisenlohr of Heidelberg

Adolph Froelich, Esq., from Zweibrucken.

Lieut. Pertz of the royal guards.

Otto Braunfels, Esq., banker, Frankfurt-on-the-Main.

Dr. Oswaldt, Darmstadt.

Dr. Wolfskehl, Berlin.

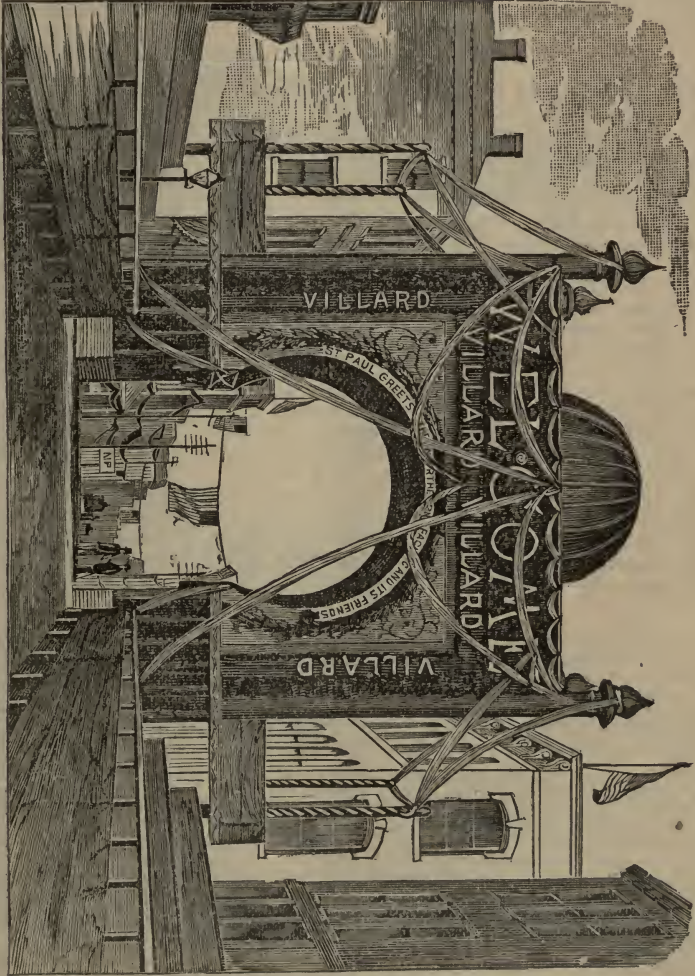
Hermann Kreismann, Esq., ex-consul-general of the United States.

Herman Marcuse, Esq., banker.

Hon. Earnest Magnus, LL. D., assessor royal German government service.

Dr. William Mohr, editor Cologne Gazette.

Nicholas Mohr, proprietor Weser Zeitung, Bremen.



VILLARD ARCH, THIRD STREET, CORNER OF CEDAR.

Dr. Richard Oberlaender, correspondent Frankfort Gazette.
 Hermann Rose, Esq., director-general, Germania Life Insurance company, Berlin.
 Otto Puls, Esq., syndicus of the Chamber of Commerce, Frankfort-on-the-Main.
 Prof. Dr. von Holst, privy counselor, author of the Constitutional History of the United States.
 Theodore Fritsch, Esq., Stetting.
 L. Delbrueck, Esq., Berlin.
 Conrad Dielitz, Esq., Berlin, an artist, who will paint the scene when the last spike is driven.
 Richard Goerdeler, Esq., general agent Northern Pacific railroad, Berlin.

AMONG THEIR GERMAN FRIENDS.

The special train bringing the above named guests, escorted by Mr. Villard and the St. Paul committee, arrived at the Union depot, at 10 o'clock, on the morning of Saturday, September 1st, by the Northwestern and Omaha lines, "The Royal Route."

As the train moved into the station these visitors, accompanied by Mr. Villard in person, were cordially welcomed by numerous German-born citizens of St. Paul amid the strains of martial music. Mayor O'Brien and others of the citizens' committee were present, and contributed their share of the hearty welcome extended to the illustrious visitors. Very little time was spent in formalities as the stay in St. Paul was necessarily limited. Carriages were in waiting, and the guests were shown to them by their hosts, and driven through the principal streets and suburbs of the city. Wonder and admiration were expressed by one and all at the extent, magnificence and solidity of the city; and when, in reply to their questions, they were told that St. Paul was a "49-er" their wonder was expressed anew. Through Third street and up the hill to Summit avenue and its environs, and thence across town to University avenue and Dayton's bluff, the retinue proceeded. Extensive views of the Mississippi were had at various points of vantage; and the admiration, as expressed by the spectators, was at once sincere and hearty. At half past 12 the guests were escorted to "Magee's," where, in the spacious banquetting hall a delicious repast, which, from soup to fruit, has never been excelled in St. Paul, was served. The choicest vintages of wines were abundantly bestowed, and the feast was heartily enjoyed. Pending the serving of the dinner, Mr. Albert Wolff, editor-in-chief of *Die Volkszeitung*, delivered the following address of welcome:

Our honored guests from Germany,—it is my pleasant task, to welcome. German words of greeting shall resound here too in the center of the North American Continent, here too, in the far off land of Minnesota!

Minnesota! In song and legend still may be found the lovely idyl of the virgin wilds. But it is the immense workshop of a young civilization which you now have entered. The structures you behold must appear to you as new. They are, the eldest having been begun but a few decades ago. Of the accomplished you witness much; more, infinitely more of the unfinished and the forthcoming.

But now, above the chaos, the sun of triumph is rising. Now, after a hard and sometimes uncertain struggle, the joyous shout of victory is heard. It brings the tidings: "The Northern Road to the Pacific Ocean is completed. Open from sea to sea is the grand thoroughfare of culture in the North of the Western World."

Open to the plough, to the trade, to commerce and to art, is a new realm. Open, the Wonderland on the Yellowstone, in its virgin splendor. What a success!

We welcome the tidings as the harbinger of a new era of prosperity, hitherto bravely contended for but now secured, as the final warranty of the fulfillment of our belief that we had built on solid ground. But the crown of the moment's gladness, we, the German citizens of this city, find, in the old country's sympathy. Here I stand before its living proofs, before a party bearing the most illustrious of Germany's names, and while we owe a great deal to the man whose energy broke our path to the Pacific shore, we are his most willing debtors for the boon of your presence.

Be assured, there is not a single German-American in the assemblage from whose heart there will not be a jubilant response, when I say: Gentlemen! You, everyone of whom has contributed in his sphere, toward the acknowledgment by this republic of Germany as the power that holds in its hands Europe's future, be welcome, all of you, welcome to young Minnesota.



Hon. Rudolph Schleiden, LL. D., minister resident at Washington of the free cities of Germany, responded in behalf of the guests substantially as follows:

St. Paul, twenty-five years ago could scarcely have been called a city. Then it had 12,000 inhabitants and its surroundings swarmed with Indians and trappers. But even then the German were an influential element. At the time of the speaker's first visit to the city he had heard a great deal of talk about its future greatness, and he perhaps listened with an uncredulous ear. Now he finds that even the expectations of then were more than fulfilled. The village had become a metropolis. What surprised him most was the progress of the city's wholesale trade, and the great number of names of German-Americans engaged therein. The West and especially the Northwest owes a great deal to the German-American citizen, and he was glad to see the German-Americans of St. Paul, as was evident from the speech of Mr. Wolff and this reception of the guests, had preserved so warm a feeling for the old country. It is true, Germany had received proofs of this feeling in 1871 as well as last Spring, through those liberal contributions for the sufferers by the floods; but warm words like those just spoken coming from and going to the heart, were even more welcome.

Concluding, he said, he felt sure that all the hopes St. Paul rested upon the completion of the Northern Pacific would be more than realized. A German it was who had completed the grand work. The Germans of St. Paul ought to be proud of it. The speaker closed with the following sentiment:—"The Germans of St. Paul, may they flourish and prosper with this beautiful city!"

While the dessert was being discussed, Hon. C. H. Lienau, of *Die Volkzeitung*, proposed: "The health of Henry Villard, the path-finder," which toast was received with great enthusiasm, and to which Mr. Villard responded as follows, in German:

I am grateful, gentlemen, for this excellent opportunity to thank the German citizens of St. Paul for the kind and generous reception which they have given my guests from Germany. It has been my good fortune to receive considerable satisfaction in the position which has fallen to my lot. One of the happiest events in connection with my relations to the Northern Pacific Railroad company is the fact that I see to-day assembled around me some of the most famous representatives of the dearly-beloved fatherland. (Cheers.) I consider it a great fortune to me that I, a German, was permitted to complete the great Northern Pacific railroad, which was begun and started more than ten years ago, by enterprising citizens of my adopted country. I hope that the expectations of the German citizens of St. Paul in particular, and the people of the great Northwest in general, which are entertained from the completion of the Northern Pacific railroad, will not be disappointed. I, for myself, have not the least doubt that the results which will come from the completion of our road will meet the most sanguine expectations. I came to St. Paul for the first time near twenty-five years ago. It was then a town of about 6,000 people. What it is to-day you all know. And I think that the growth of the next twenty-five years will far exceed that of the last twenty-five years. I beg to again express my thanks for this most flattering reception.

At the conclusion of Mr. Villard's remarks the company dispersed, the visitors accompanied by their hosts, and receiving, during their stay in St. Paul, the closest attention of their fellow-countrymen resident here. At 9 o'clock on Saturday evening the German guests arrived at St. Paul's great summer palace, Hotel LaFayette, at Minnetonka Beach, where princely arrangements had been made for their entertainment. There the Sunday was passed in needful rest and the quiet reception of visiting friends and countrymen.

ENGLISH AND AMERICAN GUESTS.

On the afternoon of Saturday, September 1st, three trains of splendid cars, completing the royal railroad procession of four sections, left Chicago en route for the eastern terminus of the Northern Pacific Railway, St. Paul.

One train consisting of elegant private cars bore the guests from England and Gen. U. S. Grant. Following are the English visitors:

Earl and Countess of Onslow.

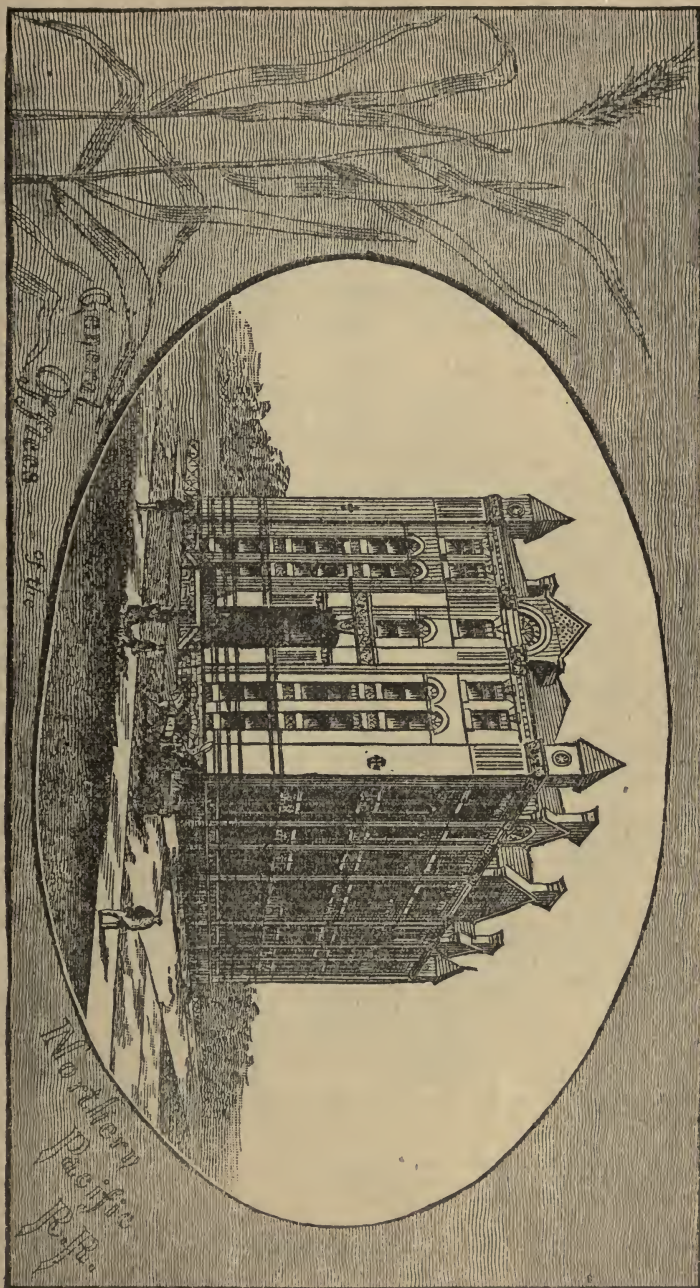
Earl of Dalhousie.

Lord Carrington.

The Hon. St. John Brodrick and Lady Hilda Brodrick.

The Right Hon. Sir Arthur Hobhouse, Privy Councillor.

Lord Justice Sir Charles Bowen (Lord Justice of Appeals).



The Right Hon. Sir James Hannen, Member of Privy Council, President Probate, Divorce and Admiralty Division of the High Court of Justice.

Sir W. Brampton Gurdon, of Her Majesty's Treasury.

The Hon. Albert H. G. Grey, M. P.

The Hon. Chas. Russell, Q. C., M. P.

Horace Davey, Esq., Q. C., M. P.

Professor James Bryce, M. P.

Henry Edwards, Esq., M. P.

John Holmes, Esq., M. P.

— Norwood, Esq., M. P.

Albert Pell, Esq., M. P.

Samuel G. Rathbone, Esq., M. P.

Henry B. Samuelson, Esq., M. P.

Francis Buxton, Esq., M. P.

Colonel Alan Gardner.

The Rev. S. A. Seintal, Manchester.

Dr. Louis Borchardt, Fallowfield, near Manchester.

Vicary Gibbs, Esq., of the firm of Anthony Gibbs & Sons, London and Liverpool.

— McLeod, Esq.

— Bryce, Esq.

— Benson, Esq.

R. P. Ebdon, of the Colonial Office.

Geo. B. Bruce, Vice-President, Institution of Civil Engineers, London.

The second train contained a party of Americans in charge of Mr. E. V. Smalley, editor of *The Northwest*, and consisted of two Northern Pacific dining cars and seven Pullman sleepers. The third train was occupied by another party of Americans, escorted by J. T. Odell, Assistant General Manager of the Northern Pacific, and a committee of St. Paul citizens. This train had two dining cars and eight handsome sleeping cars.

These trains proceeded immediately to Minnetonka Beach, all arriving in good season on Sunday morning, and the guests were speedily assigned quarters in the palatial Hotel LaFayette, which had been placed at their disposal by the city of St. Paul. The day was greatly enjoyed at the beautiful lake, many of the distinguished guests indulging in a pleasant voyage, many receiving friends, and all passing a quiet, restful day, preparatory to participating in the series of fetes, banquets and ovations which were to so quickly follow.

The following United States officials were of the party:

The Hon. H. M. Teller, Secretary of the Interior.

The Hon. B. H. Brewster, Attorney General.

The Hon. L. Sackville West, British Minister (accompanied by his daughter.)

Count Lippe-Weissenfeld, Charge d'Affaires of Austria-Hungary.

Count Carl Steen Anderson de Bille, Danish Minister.

Count de Bildt, Charge d'Affaires of Sweden and Norway.

Baron von Eisendecker, German Minister.

The Hon. W. H. Armstrong, United States Railway Commissioner.

The Rev. William Alvin Bartlett, pastor New York Avenue Presbyterian Church.

A. E. Bateman, banker.

Walker Blaine, son of the ex-Secretary.

The Hon. John Davis, Assistant Secretary of State.

E. M. Dawson, Interior Department.

The Hon. R. A. Elmer, Assistant Postmaster-General.

The Hon. Walter Evans, Commissioner of Internal Revenue.

The Hon. Henry F. French, Assistant Secretary of the Treasury.

James F. Hood, Chief Clerk Appointment Division, Interior Department.

The Hon. Noah McFarland, Commissioner of the General Land Office.

C. A. Maxwell, Chief Land Division, General Land Office.

Clayton McMichael, United States Marshal.

General A. D. Hazen, Third Assistant Postmaster-General.

Captain John Mullan.

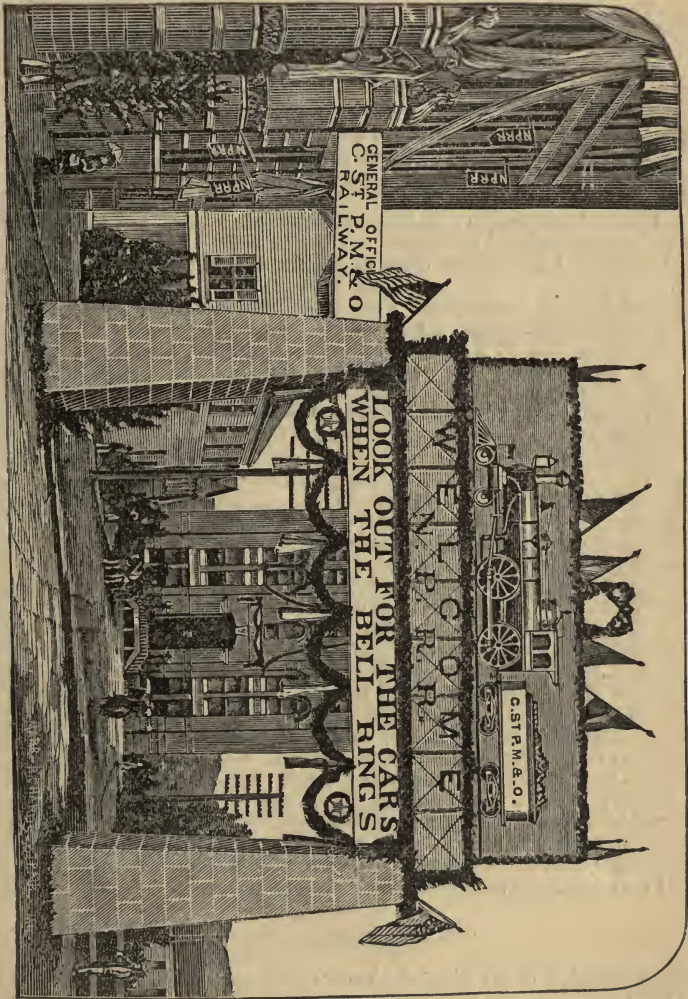
The Hon. John C. New, Assistant Secretary of the Treasury.

Major W. S. Peabody.

Major O. L. Pruden, Assistant Secretary Executive Mansion.

Luther Harrison, Chief Clerk, General Land Office.

W. W. Upton, Second Comptroller of the Treasury.



ROYAL ROUTE ARCH, FOURTH STREET.

* The St. Paul Festival. *

EARLY in August, 1883, the announcement was promulgated from the New York headquarters that on the 8th of September the two sections of the Northern Pacific Railway, one east from Portland, Oregon and the other west from St. Paul, Minn., would be united, and the Golden Spike, that was to complete the immense work of binding together the two great oceans, would be driven at "Gold Creek," Montana, which is 50 miles west of Helena, 1,204 miles west of St. Paul, and 800 miles east of the Pacific ocean.

It was further announced that to celebrate the remarkable event, the president of the company, Henry Villard, would proceed to the point designated, accompanied by a party of about 500 guests, including prominent men from all parts of the United States and Europe. The guests were invited to rendezvous at St. Paul on September 3d, and special trains from different points were to be supplied to convey them to this metropolis. The company felt this so important an affair as to expend nearly \$250,000 in carrying it out!

The people of St. Paul immediately decided that so important an event merited the most cordial recognition possible, and arrangements were at once commenced to receive and entertain the distinguished guests on a scale of magnificence never before dreamed of in this new and busy city. The greatest enthusiasm was aroused, and it became universal. All entered with spirit into the work and evinced a determination to produce a celebration commensurate with the occasion, and worthy of the city which is the eastern terminus and distributing point for the vast wealth which the immense thoroughfare is to disclose and make available; the metropolis which is to exchange its goods and wares for the productions of the vast fertile wheat areas, the broad cattle ranges, and the rich treasures of the mines of the broad, royal domain between the Mississippi River and the Pacific Ocean; and which, by this splendid line of railway is to come into direct communication with, not only the entire extent of the Pacific slope, in North America, from the frozen fields of the north to the sunny orchards and fruitful vineyards of the south, but with those great foreign empires beyond the sea, whose traffic with our fair republic is almost limitless. It is not then a matter for wonder that the people be thus lavishly benefited, rejoiced, and sought to do high honor to the man who had contributed so largely to their prosperity and growth, and ushered in the achievement, which caused an United States Senator recently to predict that St. Paul was destined to become the third commercial city on the continent.

THE PATRIOTISM OF THE PEOPLE

was so universal, and all displayed such anxiety to assist in a grand festival, that the Chamber of Commerce took prompt action and advised a public reception. On August 16th the city council, recognizing the importance of the occasion, and respecting the desires of the people, voted to invite Mr. Villard and his guests to accept the hospitality of the municipality, to attend a reception in the morning and partake of a banquet in the evening of Monday, September 3d. Prompt action followed, and the following committees were appointed to perfect arrangements for a grand ovation:

EXECUTIVE COMMITTEE.

Mayor C. D. O'Brien,
P. H. Kelly,
Wm. A. Van Slyke,
Thos. Cochran, Jr., Sec'y.

Albert Scheffer,
Hon. Ed. Rice,
Gates A. Johnson

Jno. B. Sanborn,
E. C. Starkey,
Gustav Willius.

COMMITTEE ON RECEPTION AND PROGRAMME.

C. D. O'Brien, Ch'n,
Norman W. Kittson,
J. H. Stewart,
Alexander Ramsey,
D. A. Robertson,
William Dawson,
John Dowlan,
Charles E. Otis,
Wm. A. Van Slyke,
George L. Becker,
John S. Prince,
Edmund Rice,
Joseph Robert,
W. D. Cornish,
I. B. St. Peter,
H. H. Sibley,
John B. Sanborn,
William Lindeke,
A. Wolff,
Arthur Koenig,
P. H. Kelly,
M. Holl,
Richards Gordon,
George L. Farwell,
John L. Merriam,
A. S. Cowley,
David Day,
H. P. Hall,
C. K. Davis,
J. J. Hill,
F. Willius,
Theo. Hamm,
C. H. Lienau,
J. H. Allen,
C. E. Mayo,
C. P. Noyes,
E. F. Drake,
William Macauley,
Charles H. Bigelow,
Frank B. Howell,

J. P. Larkin,
W. J. Dyer,
J. L. Forepaugh,
Robert Mannheimer,
Herman Greve,
C. B. Thurston,
J. B. Olivier,
John Summers,
J. P. Gribben,
A. S. Elfelt,
E. S. Norton,
Ferdinand Harsen,
A. G. Foster,
W. F. Davidson,
S. M. Carey,
J. W. McClung,
P. R. L. Hardenbergh.
J. H. Weed,
H. T. Drake,
A. De Graff,
Paul Hauser, Jr
Henry Hale,
B. Kuhl,
R. T. O'Connor,
R. A. Smith,
E. C. Starkey,
John B. Brisbin,
William Lee,
W. P. Murray,
Louis Fischer,
Gates A. Johnson,
A. Allen,
W. R. Marshall,
R. W. Johnson,
M. Auerbach,
F. Knauff,
Jacob Mainzer,
B. Beaupre,
C. D. Strong,
W. L. Banning,

John T. Averill,
A. S. Tallmadge,
Peter Berkey,
L. E. Reed,
W. A. Culbertson,
H. A. Castle,
H. M. Rice,
Albert Scheffer,
C. Gotzian,
George Benz,
Frank Breuer,
L. H. Maxfield,
W. B. Dean,
A. J. Powers,
A. H. Wilder,
C. D. Gilfillan,
H. C. Burbank,
F. Driscoll,
H. S. Fairchild,
S. S. Glidden,
John Matheis.
J. C. Quinby,
T. P. Wilson,
Charles McIlrath,
H. J. Horn,
S. S. Eaton,
H. E. Thompson,
Russell Blakely,
Thomas Grace,
T. C. Field,
Dennis Ryan,
H. M. Smyth,
D. D. Merrill,
Albert Armstrong,
H. Sahlgard,
E. E. Hughson,
G. V. Bacon,
J. J. Egan,
J. G. Donnelly,
James Starkey.

COMMITTEE ON FINANCE.

John B. Sanborn, Ch'n,
Albert Scheffer,

P. H. Kelly,
D. W. Ingersoll,

Thomas Cochran, Jr.,
Secretary.

COMMITTEE ON DECORATION.

W. A. Van Slyke, Ch'n,
Cass Gilbert,
R. W. Eltzner,
E. C. Starkey,
R. O. Sweeney,
Howard Elmer,
G. Wirth,
A. Koenig,
Emil W. Ulrich,

A. M. Doherty,
Edward Corning,
K. Clark,
Otto Dreher,
C. H. Johnson,
Chas. Passavant,
J. K. Taylor,
Karl Betz,
W. H. Lightner.

L. W. Rundlett,
John J. Penner,
F. M. Towar,
H. S. Trecherne,
J. J. McCarty,
W. S. Morton,
O. Schwarzbach,
G. H. Hazzard,

COMMITTEE ON INVITATIONS.

Hon. Edmund Rice, Ch'n,
F. B. Clarke,
W. R. Marshall,
A. B. Stickney,
D. W. Ingersoll,
H. M. Knox.

P. H. Kelly,
J. Oppenheim,
George R. Finch,
W. P. Murray,
John B. Sanborn,

M. D. Flower,
Albert Scheffer,
H. A. Castle,
George L. Becker,
D. R. Noyes.

COMMITTEE ON BANQUET.

R. M. Newport, Ch'n,
D. A. Monfort,
R. A. Smith,
F. R. Delano,
Gates A. Johnson,
A. Allen.

William Crooks,
J. W. Bishop,
R. W. Johnson,
E. S. Bean,
W. H. Sanborn,

Stanford Newel,
E. C. Starkey,
G. C. Squires,
C. W. McIntyre,
Crawford Livingston.

Earnestly and energetically did the committees devote themselves to their duties and they were heartily seconded by all the other citizens. But little more than two weeks were available for the preparations, and some feared that it would be impossible in so short a time to achieve a result as perfect as was decided upon. The busy people of the metropolis were little given to grand displays, but on this occasion it was the universal determination to indulge in a grand dress parade, and the result exceeded the anticipations of the most sanguine and confident. Promptly and with the utmost discipline the various committees proceeded with their assigned labors, reporting with military precision to the executive board, daily. Announcements in the daily papers informed the public of the progress of the work, and the people responded with alacrity to all requisitions made upon them. Mayor O'Brien published a request that all business be suspended on the day of the celebration and it was invariably respected. In all parts of the city preparations were quietly progressing. Painters were industriously at work on banners, mottoes, flyers, etc. Decorators were designing and manufacturing the most beautiful and appropriate ornamentations. Mechanics were busily preparing great wagons for the procession. Mammoth arches were in process of construction at various points, and in short, everybody was active in contributing to the coming festival. The result was, that on the morning of the 3d of September the sun arose upon a city in grand holiday attire. Over an area of at least five miles in diameter the buildings were almost entirely concealed beneath a bewildering mass of elaborate decorations, and far out on the beautiful hills that surround the city, thousands of the handsome residences were becoming emblems of rejoicing, while even the trees in their brilliant fall foliage seemed desirous to assist in the grand display.

ON THE BUSINESS STREETS

through which the procession was to pass, there was not a building devoid of decoration. The lofty blocks were festooned from sidewalk to eaves with bright-hued materials, while cunningly wrought emblems,—stars, wreaths, anchors, etc.—appeared at intervals, and flags of all nations, intermingled with bright pennons bearing the legend "N. P. R. R.," floated from windows and housetops. Even to the summits of the great six-story blocks the work of embellishment had been carried and the lesser buildings were, if possible, more lavishly arrayed. At no point could the eye be directed without encountering some bright and beautiful object, and at every point appeared those little fluttering pennons bearing the magic characters, "N. P. R. R.,"—over one hundred thousand being displayed. Here and there appeared rows of small green trees along the outer edge of the sidewalk, marking the establishment of some German citizen, who had not forgotten a pretty custom of his fatherland. At nearly every store large shields or panels, bordered with green

foliage, or bright colors, and bearing appropriate inscriptions were placed over the doors. Show windows were elaborately dressed, the rich and varied goods being displayed in designs suited to the occasion. The two sides of the streets were united by streamers of many hues; mammoth flags hung over the thoroughfare, and massive banners bearing words of hearty welcome or suitable inscriptions, assisted in forming the roof of an enormous arch, the bright rays of the sun penetrating, and glorifying the gorgeous scene. And this bewildering display, this brilliant, triumphal, arched pathway extended a distance of at least six miles without a hiatus; excelling, as was freely admitted by thousands of visitors, anything of a similar character ever before exhibited in the same area in the continent. No description could do justice to it, and any attempt to specify the individual efforts would be to undertake the impossible. Each and every citizen contributed to the display, and the following excellent, although necessarily incomplete, description from the *Pioneer Press* must suffice:

A GLANCE AT THE DECORATIONS.

Old Fort Street (now Seventh), west of the Seven Corners, was decorated to the street car barns, a distance of two miles. The new block of Faber & Gilfillan was fairly covered with bunting, and the St. Paul House and Gross' hotel were covered with flags. At the Seven corners Max Strouse, Fishbein Bros., Wagner & Gassen, A. P. Wilkes, Mandehr & Grein, and the Valley House each were very appropriately and neatly arrayed. Here the first glimpse of Third Street was had, and in the first block the decorations of Corlies, Chapman & Drake, John Foss, Ocobock and F. Brunhoff, were notable. From Paul Faber's were stretched across the street magnificent festoons of oak leaves, forming a double arch, within which were words of welcome in German verse. From the intersection of Franklin Street to the Metropolitan Hotel the effort had been well directed, and every front was a picture. Here were found artistic endeavors by Dr. Markoe and Dr. Davenport, while Frank Werner's place had a decidedly unique verse (in German) addressed to Villard, the import of which was, liberally translated:

"Villard's great work is done.
Therefore we celebrate;
And I a little decorate."

At the intersection of Washington Street were festoons of oak across the street supporting the inscription:

"Hurrah for the men to whom we owe the N. P.!"

At George Benz & Co.'s were many inscriptions, among them: "The empire of the Northwest greets Villard and his friends;" "Hail President Villard and his work," etc. From Washington Street to Wabasha every foot of wall space was utilized for bunting or evergreens. W. W. Kimball & Co.'s effort was simply beautiful; a magnificent flag, the largest in the city, covered nearly the whole three-story front. Karl Simmon, C. B. Thurston, Auerbach, Finch & Van Slyck, American News Company, Stone & Shaw, E. Cassen, James Davenport, the Ninety-nine Cent Store, Myers & Finch, Grote's Tivoli and Lambie & Bethune contributed largely to the beautiful display at this point.

LOOKING UP ST. PETER STREET.

From the foot of St. Peter Street, looking north, the Windsor Hotel loomed up grandly. Every one of its numerous balconies was heavy with evergreens and colors and from its flagstaff floated countless streamers. At Bridge Square a fine effect was produced by utilizing the electric light mast as a gigantic May pole, from which hung the colors of all nations, while from the cross-trees were displayed the American, English, German, Bavarian and

French flags. At this point the most striking effect was presented by the view up Wabasha and down Third Street. Passing down Third, the Ingersoll block, the Tribune pavilion, Nathan Lyons, Lindeke, Ladd & Co., John Matheis, W. F. Mason, T. S. McManus & Co., and the Hartford Insurance Company, each presented special features. T. S. McManus & Co. arranged candies so that the colors not only represented the American flag, but those of all nations. "N. P. R. R." was beautifully presented in confections. The St. James Hotel was tastefully draped, and adjoining, the firm of Albrecht & Bro. made a magnificent display by combining various robes and skins of animals so as to represent the national colors. P. T. Kavanagh presented a decidedly unique and artistic cartoon with two railroad engines meeting, the smoke of one describing in fantastic letters "Portland," and the other "St. Paul." A motto surmounted his establishment which read:

"N. P. stock is up to-day,
And there it will remain!"

Pollock, Donaldson & Ogden and the St. Paul Rubber company made heavy displays of colors; and M. F. Kennedy & Bros.' establishment had a magnificent elk head for a figure-head, about which the colors were profusely draped. W. R. Burkhard and Bristol, Smith & Freeman made their places very beautiful, and P. F. Egan strung a fine cartoon across the way, the salient idea of which was an enormous ring with a diamond setting, representing St. Paul, and the inscription:

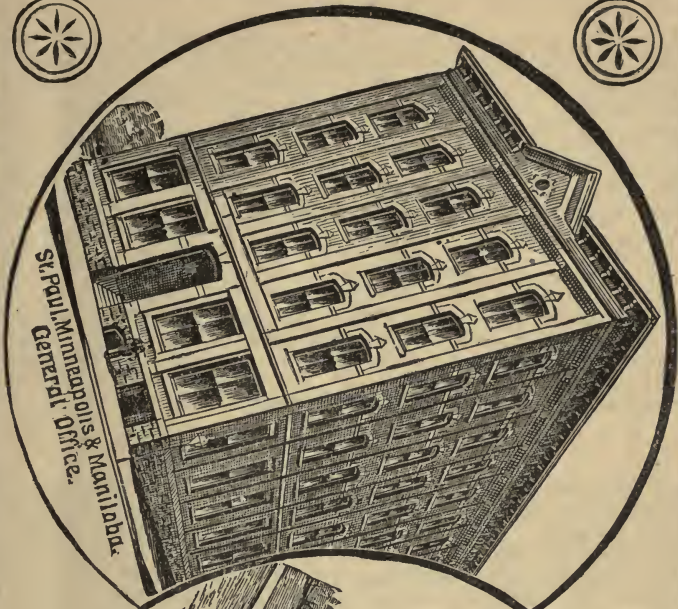
"The jewel of St. Paul's commercial supremacy is firmly set."

Egan, the clothier, had a comic figure dressed after the Yankee style, with a gripsack in his hand, upon which was emblazoned: "Bound for Portland over the N. P." A very appropriate decoration presented by the *Pioneer Press*, consisted of a huge map of the line of the Northern Pacific, reaching the entire width of the building. The map not only represented the exact route of the road, but also presented the names of all the important towns. Upon the map was lettered:

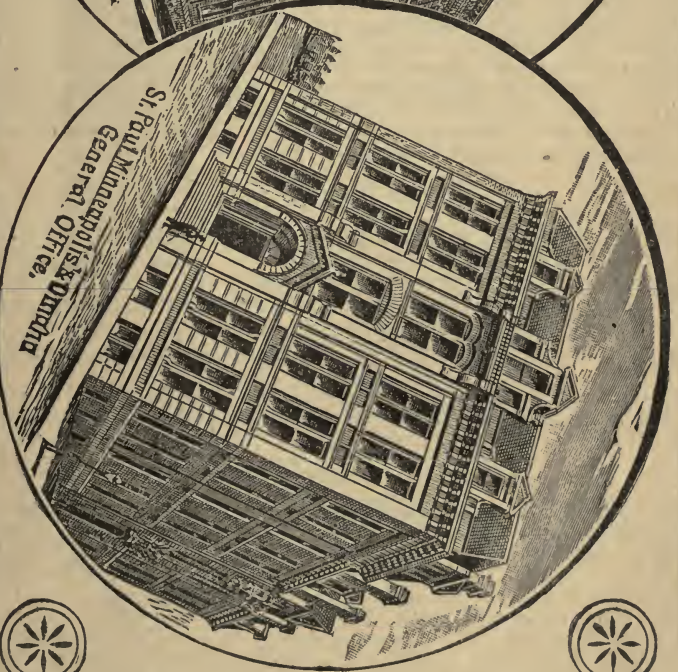
"The *Pioneer Press* covers the field. Thanks to Henry Villard and predecessors. St. Paul shakes hands with Portland."

A BEAUTIFUL BLOCK.

By very many the decorations of the Mannheimer block were pronounced the most beautiful of any along the entire route. The display in the show windows would have done credit to Stewart's in its palmy days, and from the top of the fine edifice down, at each successive story, were the finest of silk bunting flags, representing America, England and Germany respectively. The National German-American Bank windows were finely draped. Sattler Bros. presented a first-class showing, and William Lee's balconies were heavy with drapings. Within his windows were huge monograms, "N. P. R. R.," and "H. V." surrounded by the Bavarian colors. The First National Bank, Ransom & Horton, Biggs, Forney's Hotel, Miller Bros., Clark & Frost, Savings Bank of St. Paul, W. L. Anderson, Boston Clothing House, St. Paul Book Company, and Whitman, Frye & Co., each did their best to rival the street in a magnificent and liberal display of colors. The *Dispatch* and *Volkszeitung* presented a fine balcony, and at McLeod's restaurant a fine arch of welcome spanned the sidewalk. Frohne & Mansfield, John H. Schultz & Macdonald and Adam Fetsch each presented notable adornments. The Merchants' National Bank emblazoned "N. P. R. R., Welcome," and displayed a large number of Grand Army flags. The Union Ticket Office and all of the small buildings on the west side of Jackson and Fourth Streets were simply a mass of colors. The Merchants Hotel Balconies all displayed Northern Pacific flags, and the new Drake block opposite was one of the most attractive blocks on



St. Paul, Minneapolis & Manitoba
General Office.



St. Paul, Minneapolis & Omaha
General Office.



the street. From this building to the opposite side of Third Street were stretched the finest American and English flags that floated in the city, each flag bearing appropriate mottoes of welcome. Forepaugh & Tarbox and P. R. L. Hardenbergh made immense displays, while the Lockhardt block was magnificent in its countless flags of all description. C. Gotzian & Co., Hoxsie & Jaggard and B. Kuhl & Co. were a veritable blaze of glory. Merrell, Sahlgaard & Thwing showed "N. P. R. R." in gigantic letters composed entirely of small flags and evergreens; the effect being very fine. Maxfield & Seabury presented splendidly arranged columns of colors with interminable streamers and flags of all nations. The St. Paul, Minneapolis & Manitoba Ticket Office was beautifully decorated within and without. The Allen, Moon & Co. and P. H. Kelly & Co. buildings were nearly all flags, and J. F. Vitt and Beaupre, Keogh & Co., Glidden, Griggs & Co. and Yanz & Howes all showed up well. Young, Streissguth & Drake decked their establishment in beautiful and costly furs, and Campbell & Burbank's windows were very attractive. Over their doorway was "Villard" in living green letters of enormous size. The Minnesota Home, Manitoba House, A. Pugh's and B. D. Buford & Co. vied with each other to render the vicinity of Third Street and Broadway beautiful.

THE NORTHERN PACIFIC BUILDINGS.

The Northern Pacific General Offices were simply decked; more with modesty than any thing else. There was evident intent not to make the display pronounced. A few festoons of evergreens graced the front of the edifice, and the gateways to the basement were arched with the living green. The main entrance was guarded on the right by a bear hid among cedar boughs, and upon the left was a beautiful deer, just in the act of jumping. Within the portal a fine crayon of Villard appeared, surrounded by heads of buffalo, elk, etc. Sheaves of various grains flanked the walls, and over the doorways to each office were boughs of cedar and other evergreens. The entire arrangement, both without and within, was simple, yet beautiful, and becoming to the hero of the hour.

THE OMAHA OFFICES.

The Omaha General Offices were magnificently decked and draped, and together with their special arch (described in detail elsewhere), were as pleasing a sight as the line of march presented.

The Duluth General Offices presented a fine banner, strung clear across the street, upon which was inscribed:

"Congratulations and welcome to Villard and the Northern Pacific from the Duluth & St. Paul Railway."

Averill, Russell & Carpenter decorated largely, and Kellogg, Johnson & Co. presented a most attractive display of silk bunting, fairly enveloping the building.

THE MANITOBA OFFICES.

The St. Paul, Minneapolis & Manitoba put its best foot forward, and the result was a magnificent display. A huge banner, beneath which pended the national colors, was emblazoned with two hands grasped, one hand labeled "N. P. R. R." and the other "St. P. M. & M." Above the hands was "St. Paul, Minneapolis & Manitoba," and beneath "Welcome."

The C. E. Dickerman block, Minnesota Shoe Company, Shutte's block, George D. Barnard & Co., B. Sommers & Co., N. E. Soloman, Gordon & Ferguson, Farwell, Ozmun & Jackson, Breuer & Rhodes, Strong, Hackett & Co., Berkey, Tallmadge & Co., and Holl & Paar, each contributed largely to make lower Fourth Street beautiful. Reaching Sibley Street the great

establishments of Auerbach, Finch & Van Slyck and Lindeke, Warner & Schurmeier were decked throughout their entire fronts with miles of bunting and hundreds upon hundreds of flags. Noyes Bros. & Cutler, Chas. R. Groff, Schmidt & Miller and Craig, Larkin & Smith assisted to make Sibley Street worthy of its name. Returning to Fourth Street, Albrecht, Lanpher & Finch made a splendid display of robes, furs, etc., and from the horns of a prodigious buffalo ran stringers from which the tails of nearly all fur-bearing animals were suspended. J. Oppenheim & Co. made a showing of colors and Mayo & Clark vied with the Davidson block, at the corner of Fourth and Jackson, where Fairchild & Son presented a number of inscriptions, among which were:

"St. Paul, population 1883, 100,000. In 1893 will be 250,000."

"Villard to St. Paul: Into thy lap, O City of Promise, I will bear the products of the boundless and fertile lands from the Mississippi to the Pacific, and the far off lands of China and Japan shall contribute to thy wealth and power until thou art indeed the Queen City of the Northwest."

Up Jackson Street to Seventh, although off the line of march, the decorations were profuse.

SEVENTH STREET.

This great retail thoroughfare was a magnificent spectacle for miles. The decorations were rich, profuse, and generally of flags and evergreens without special attempt at features. The Grand Army of the Republic stretched a welcoming banner across the street, and it bore a patriotic sentiment to the effect that the G. A. R. was ever ready to back anything which helped to bind the nations together, especially such a strong girder as the Northern Pacific. From lower Seventh to Wabasha everything was more or less decorated, and when that thoroughfare was reached it presented a brilliant scene from the capitol the entire distance to Third Street.

THE CAPITOL.

The stars and stripes floated gracefully from the staff over the main entrance to the capitol, and over the doorway was emblazoned "Welcome," surmounted by American and Bavarian colors commingled. Heads of elk and buffalo assisted the general ornamentation, which was not excessive but decidedly neat and artistic. The residences about the capitol were properly draped, and all the streets centering in that locality bore the prevailing evidences of joy. The *Globe* Office on Wabasha Street presented a banner on which was a large globe and the inscription, "Its orbit extends from ocean to ocean."

OFFICIAL DECORATIONS.

The city buildings at Rice Park were just about a maze of flags and colors. There was not much attempt at design, but the quantity indicated the fact that St. Paul was aroused, and meant officially to declare its appreciation of the great event. Gen. Grant was heard to remark, as he took in Rice Park and the City Hall, that "during the entire course of the war he never saw so many, flags—flags of all sizes, descriptions and numbers." All the residences in the neighborhood of Rice Park helped to swell the multitude of flags until everything seemed kaleidoscopic and almost wearisome to the eye.

ARCHES OF WELCOME AND TRIUMPH.

In beauty and appropriateness of design and costliness of structure the arches of welcome and triumph, erected at various points on the line of march, were in keeping with the grandeur and immensity of the general demonstration in honor of St. Paul's greatest occasion of rejoicing.

A CANOPY OF COLORS

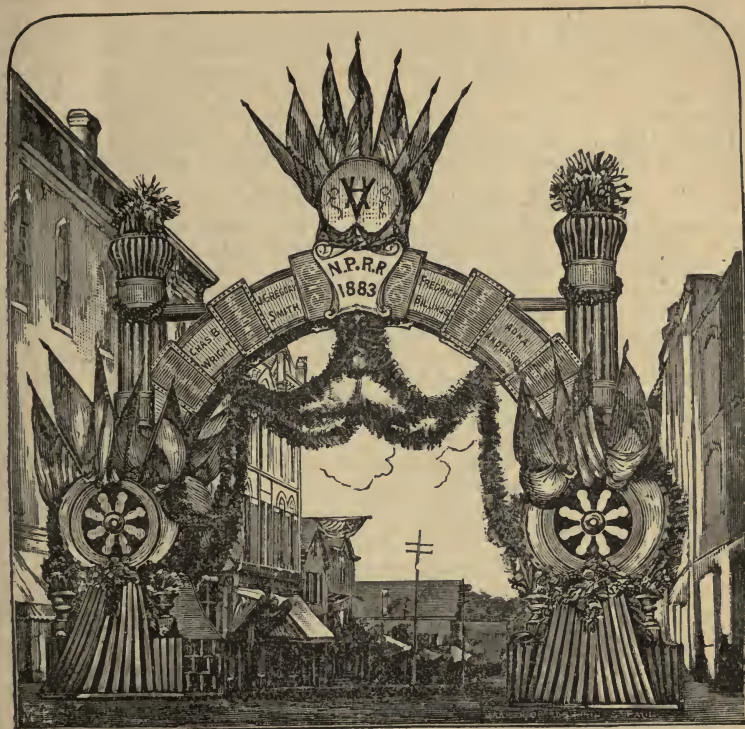
At the Seven Corners was located the first of these special tokens of honor. Above the very center of the square to which seven highways converge from as many different points of the compass, was suspended a large cartwheel which was wound with the national colors. From this wheel as the center radiated great streamers to the various street corners, making in fact a canopy of colors over the entire square. The streamers were stretched from the center to guy-ropes reaching from tall poles clear around the square, and the side ropes, or supports, were heavily festooned. The supporting poles at the corners were draped in white and blue, and the entire design was emblazoned with flags and minor decorations.

THE CITY'S WELCOME.—THE VILLARD ARCH.

The city arch, erected over Third Street, just below Cedar Street crossing, was of oriental design, about sixty-five feet in width. The arch was of a moresque or horse-shoe form, twenty feet across the base, and the height of the crown from the pavement was thirty feet. The arch was flanked on the sides by platforms elevated above the street some eighteen feet, resting on posts trimmed in deep red, the intervening spaces being filled up with different shades of green. On the platform were placed symbolic groups of young ladies representing the cities of St. Paul and Portland, the termini of the road. Above the arch was a frieze six feet high of evergreens, bearing the word "welcome" in large bronze letters. Above this frieze there was a light projecting cornice, and surmounting the whole a huge dome sixteen feet in diameter, of yellow ground with rib lines of gold, the whole structure rising sixty feet from the street. On the four corners of the main structure were minarets running up to a height of forty-five feet, with conical shaped cappings of gold, the minarets themselves being treated with Turkish red aligned with green and silver decorations. The main space between the arch and the corners was richly ornamented in varied detail, composed of gold and silver decorations on red, black and blue grounds. The immediate frame around the arch was a blue groundwork, bearing the words in bronze: "St. Paul greets the Northern Pacific and its Friends." Outside of this was a band of bright crimson, flanked with evergreens, the whole framed in by a plain black band, ornamented with silver and bearing the word "Villard," repeated seven times. The remaining space was profusely ornamented with floral decorations, streamers, etc. The inside of the arch was covered with bands of yellow and green, and was festooned with ribbons. The minarets were trimmed with blue and white, and from their tops floated tri-colored and red and white streamers, while festoons were strung in bewildering number and irregularity to all parts of the structure. On the platforms, in addition to the symbolic emblems above noted, were a score or more of young ladies, concealed from public view by the decorations, who showered the distinguished visitors with bouquets and cut flowers as they passed underneath. Extending on both sides of Third Street from the arch 128 feet in length in the direction of Wabasha were platforms seven feet in width, elevated some few feet above the street, which were occupied by hundreds of young girls dressed in white, who distributed flowers to the visitors as they passed.

THE GROCERS' ARCH.

The next arch in order was decidedly unique, and was commemorative of St. Paul's mercantile supremacy. It was entirely the result of the liberality and enterprise of P. H. Kelly & Co. and Allen, Moon & Co. The columns on either side of Third Street on which the arch rested were of barrels, kegs and boxes of merchandise in the following order: . Base, sixteen barrels of syrup, topped by barrels of pork and pickles, kegs of syrup and fish, and boxes of



RAILROAD ARCH, CORNER SEVENTH AND WABASHA STREETS.

soap and canned goods. The arch was formed with kegs of fish, with canvassed ham and bacon suspended from underneath. On one side of the arch was inscribed "P. H. Kelly Mercantile Co.," and on the opposite, "Allen, Moon & Co." Over the center of the arch was an equilateral triangle bearing the letters, "N. P. R. R.," and underneath, "St. Paul," "Portland," the open space at the bottom being filled up with two clasped hands while underneath the whole, in German text, was the word "Welcome." The apex of the arch was thirty-five feet above the street and the width was over sixty feet. Bunting and ribbons were used liberally, and with the unique design and happy arrangement of goods displayed, this arch formed a picture that will long dwell in the memory of those who viewed it.

THE NORTHERN PACIFIC ARCH.

This was erected by the railway company, across Broadway at its junction with Fourth Street, opposite the south corner of its general office building. The span of this arch was thirty feet six inches, and the height thirty-nine feet in the clear. The bases upon which the arch rested were eight feet six inches in height. There were four square columns rising from the base at each end, the four outside ones being thirty-five feet in height, and the four on the inside two feet shorter. A six foot staff rose from each column, from which

different colored streamers were displayed. The arch and four inside standards were composed of unthreshed wheat and oats, and the four outside of corn and grasses. A high minaret of grain sheaves crowned the arch. Different colored ribbons were strung from the standards across the arch and intertwined with the grains, the whole forming a beautiful picture to look upon, while being at the same time emblematic of a large portion of the country traversed and opened up to settlement by the Northern Pacific road.

THE "ROYAL ROUTE" ARCH.

A singularly beautiful and appropriate arch, made at the shops of this company, was erected over Fourth Street in front of the general offices of the Chicago, St. Paul, Minneapolis & Omaha Railway Company. It represented two massive granite piers supporting an iron bridge bearing a pictured locomotive of the "C., St. P., M. & O." line. The bridge was covered each side with a canvass inscribed "Welcome, Northern Pacific Railroad." Underneath hung the familiar sign, "Look out for the cars when the bell rings," signal flags, national banners and bannerets, inscribed "The Royal Route," with festoons of evergreens and drops of tri-colors decorated the arch, while the whole front of the large building was adorned with evergreens, tri-colored streamers and "N. P. R. R." bannerets, and rows of young evergreen trees from the North Wisconsin division were set at the edge of the sidewalk along the whole square. An engine bell concealed within the arch rang incessantly during the passage of the procession. The whole affair was skillfully planned and executed and was in keeping with all the royal undertakings of the "Royal Route."

THE RAILROAD ARCH.

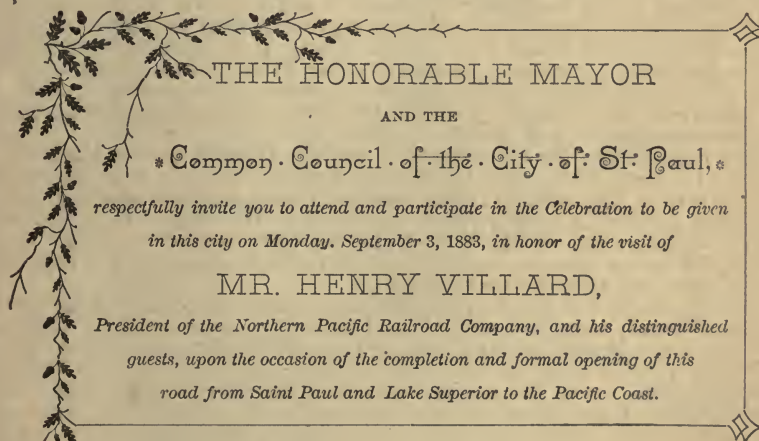
This was in design and execution unique and perfect. Its proportions were artistic and its colors well harmonized. It was designed for and named: "The Railroad Arch," and its outlines and ornaments represented two locomotives and a tunnel. At the base on either side were striking imitations of locomotive cowcatchers. Above these were the boilers, a dozen feet in diameter, with fronts and headlights represented by large discs of carved wood, and above them were the tall columns in similitude of smoke stacks. Over all a drapery of white and black gave appropriate colors to the outlined ideal. At the apex of the smoke stacks rising volumes of smoke were closely represented by contrasting sheaves of wheat and corn with colored paper. The curves of the arch represented a tunnel in stone colors. From the base of the arch to the apex was forty-two feet, the width being forty feet. Depending from the center of the arch were festoons of evergreens and red, white and blue cloth. Above the arch was a group of flags of the principal nations of the globe, the colors of America, England, Germany, France, Sweden, Russia, China and Austria being there, while colors of the smaller nations were ingeniously placed around the imitation headlights. Directly over the center of the arch was a circular design bearing the monogram "H. V." in large letters, surrounded by a wreath of evergreens. The keystone in the center of the structure bore the legend "N. P. R. R., 1883." On the front sides of the arch were a number of large panel spaces filled in with the names of presidents of the Northern Pacific Railroad as follows: Henry Villard, Jay Cooke, J. Gregory Smith, Geo. W. Cass, Chas. B. Wright and Frederick Billings. The names of A. H. Barney, Wm. M. Roberts and Edward Anderson, ex-chief engineers of the road also appear in panels, while the names of the States and Territories through which the road travels are placed on the base. Also on the base of the arch was placed the names of the principal stations on the line of the road from St. Paul to Toconia. A beautiful feature of the display at this arch was several vases of flowers placed on a small platform adjacent to the locomotive head-lights. In the way of embellishment many minute and valuable artifices were employed, all of which added to the beauty of the

general effect. The designers of the arch were R. Elsner and Emil W. Ulrici, the constructors being Wilkin & Remey and the decorator, Mr. Walter Dreher, all of whom contributed to bring about the beautiful whole.

THE CHINESE ARCH.

This arch, designed by A. M. Doherty and constructed by D. McDougal, was thrown over Wabasha street, between Ninth and Tenth streets. In form it was a double pagoda united and supported by an arch. The span of the arch was forty feet in length, leaving an opening of twenty-four feet in the clear, with passages of eight feet in width at the base on the sidewalks. The height was fifty feet with bamboo poles twenty-two feet long, surmounting the pagoda, making a total height of seventy-two feet. Each pole bore a flag fixed in the center, and the stars and stripes floated sixty-three feet from the sidewalk. The towers were thirty-two feet high and surmounted by the colors of America, France, Prussia, England and Ireland. The center of the arch formed an unique pagoda, three stories in height, painted in the Japanese colors of red, black and yellow; the roof being tastefully draped in the national colors—red, white and blue. The roof was embellished with over two hundred Chinese lanterns. On the front side of the arch was the motto: "Northern Pacific Railroad, connection between China and St. Paul;" on the reverse side the inscription; "St. Paul greets Japan through the N. P. R. R." The arch was sixteen feet through and ornamented with Japanese fans and parasols. The bases of the towers were covered with a mass of evergreens, and the mottoes were likewise adorned with the same material. Parti-colored pennants floated from the arch bearing the words "Welcome Villard." In addition, the available spaces of the structure were filled with a bewildering variety of flags, dragons, suns, moons, stars, etc., in silver and gold leaf, the whole making a decidedly beautiful effect.

The committee on invitation had prepared and distributed a beautiful lithograph invitation, bearing the following:



[The design for the invitation forms the front cover of this book.]

Badges, bearing the design on the back cover of this volume, were printed on heavy satin, white for guests, blue for members of committees, and red for marshals. The badges were confined to the coats of the wearers by dainty bouquets.

* The Grand Reception and Parade. *



AT 9 o'clock in the morning of September 3, 1883, the Union depot in St. Paul was under police guard, and none but the reception committees appointed to welcome Mr. Villard and his guests to the city were permitted to enter. The Ames Zouaves, of Minneapolis, Mayor Ames in command, and companies D and E of the First regiment of the Minnesota National Guard were present with the Regimental band. Mr. Villard and his family were the first to alight from the first of the four special trains that rolled into the depot half an hour later. A hundred carriages were in waiting and the entire party were soon riding swiftly up into the heart of the city, escorted by Gen. Sanborn, chief marshal, and aids, the police and the military. Cannons booming on the Capitol Square and the blowing of steamboat whistles along the wharves announced the arrival, and that the celebration had begun.

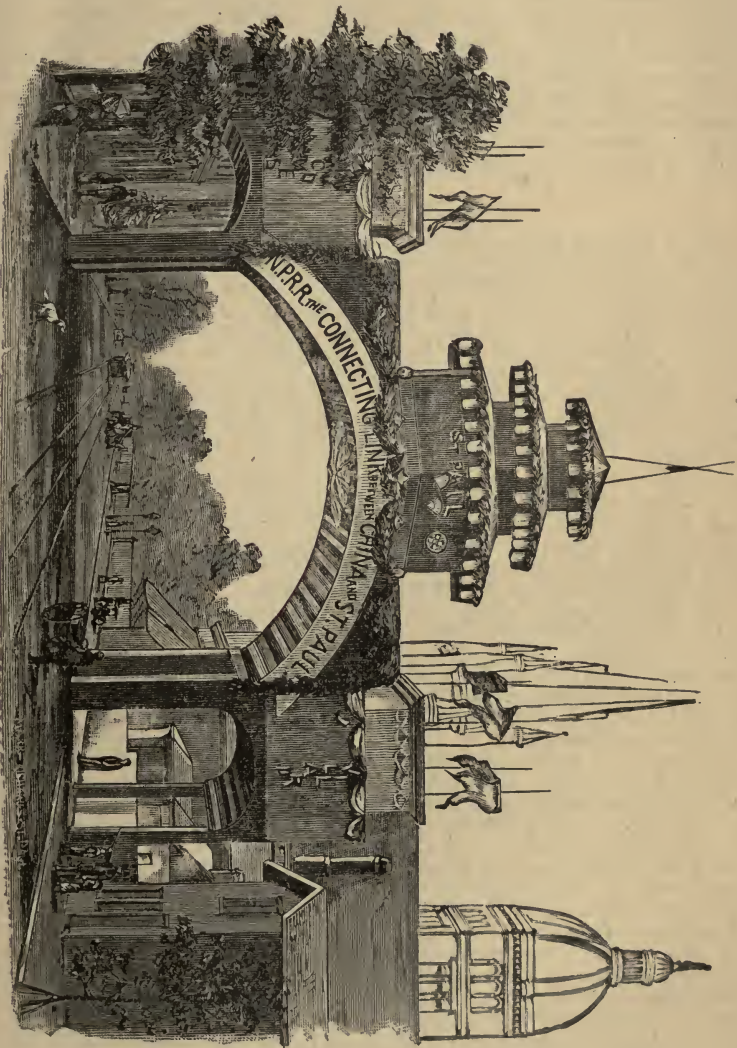
President Villard, Mrs. Villard, Gen. Grant and Mayor O'Brien were seated in the first carriage. In the second carriage were Gen. and Mme. von Xylander, Miss Villard and Col. von Xylander. In the third carriage were Hon. William M. Evarts, Hon. H. M. Teller, Masters Harold and Oswald Villard. Hon. L. Sackville West, British minister; Miss West and companion occupied the fourth carriage, and Baron Von Eisendecker, Count Lippe-Wiessenfeld, occupied the fifth carriage. Other guests were distributed as follows: Count de Bildt, charge d'affaires of Sweden and Norway; August Feigel, German consul general, New York; Oatmar Von Mohl, German consul, Cincinnati, Ohio; German guests in fifteen carriages; English guests in ten carriages; governors, United States senators and representatives in seven carriages; officers of the United States army in five carriages; government officials from Washington in four carriages; mayors of other cities in two carriages; presidents of board of trade and chamber of commerce in two carriages; directors and officers of the Northern Pacific and other railroad corporations in six carriages; members of the press in ten carriages.

The route of the guests' procession was up Third Street to Market, and thence to the seats provided in Rice Park, where the honored guests of the day were to review the military, civic societies, trades exhibits and the various constituent parts of a most notable procession. The streets for miles were crowded densely, and as Mr. Villard and his party passed up Third Street through the narrow lane between the seas of faces on either hand, he and they were greeted with tremendous enthusiasm.

Passing under the grand triumphal arch, corner Third and Cedar streets, President Villard, surprised and pleased beyond measure at the enthusiasm everywhere manifested, raised his hat in acknowledgment, just as a shower of roses, tossed by a score of maidens, representing St. Paul and Portland respectively, fell upon his bared head and into the carriage, and were scattered over Gen. Grant, who smiled his acknowledgments, and upon Mrs. Villard, who bowed and smiled and looked the pride she could not speak.

THE SYMBOLS.

Mr. Villard looked upon the platform above his head and noticed a tableau which gave him infinite pleasure. The flower-throwing maidens stood on the arch of welcome, and in the center of a group of school children



THE CHINESE ARCH, WABASHA STREET.

was a tableau representing Columbia, Mrs. Joseph Geisen; Germania, Mrs. Charles Schmidt; Britannia, Miss Pauline Faber. Directly opposite was the goddess of the Northern Pacific railroad, Miss Julia Winter. Miss Julia Elbel represented manufactures, with her anvil and ratchet wheel. Miss Martha Werner represented agriculture: symbols—plow, scythe and sheaves of wheat. In the balcony Portland was represented by Miss Mary Schnitzius, and St. Paul by Miss Annie Strong. The bouquets distributed were tied with blue ribbons marked Welcome N. P. R. R. These beautiful tableaux were the tribute of our German citizens.

As the remaining guests passed under the arch in turn, flowers were rained upon them, and gracefully acknowledged. Just west of the triumphal arch two long platforms were constructed, and these were crowded with children dressed in white, who, provided with bouquets, awaited the arrival of the grand procession.

IN GRAND REVIEW.

It was a typical Minnesota day; never one lovelier; a day without a fault. The bright harvest sun shone from a sky of cloudless blue. The thermometer registered 70 degrees, and the air was of that pure, sweet character which is the delight and wonder of strangers. Rice Park, that tiny gem of forest and floral beauty, was never fairer. Always beautiful with its natural adornments, its charms were heightened by the artistic decorations that had been skillfully placed. Bright colored streamers hung from tree to tree, and thousands of flags mingled their hues with the green foliage, forming a canopy of indescribable beauty. The grassy lawns were as velvet; the flowers in beds and parterres, bloomed brilliantly and from the massive fountain the bright water leaped with seeming joy.

By the side of the band stand a massive marquee had been erected, and on the long table within, a bounteous collation was served in Magee's best style. Pyramids of dainties, crowded beautiful floral decorations, and the glimmer of crystal glasses showed that the rapid popping of corks so constantly heard, was not intended as a salute alone. The repast proved most opportune and was heartily enjoyed by the honored guests.

Several sections of opera chairs stood in the park for the accommodation of Mr. Villard's guests and the invited guests of the city. The seats commanded an unobstructed view of Fifth street. In the front row were Mr. Villard and Gen. Grant, sitting side by side; Gov. Hubbard and the general officers of the National guard; Gen. Terry and staff, and Bishop Ireland; while immediately in the rear Mayor O'Brien and ladies had seats. Ex-Secretary Evarts also had a seat near by, and on all sides sitting or standing, were the distinguished Americans and foreigners, decked with white satin badges, and button-hole bouquets. The City Hall was a coigne of vantage for scores of people, filling all the windows and doorways; and here as elsewhere along the route, the streets were crowded with people. None but guests were admitted within the precincts of the park, Capt. John Bressett and a posse of police in full uniform instructing the good-natured spectators to retain positions on the opposite walks. The members of the party had no more than settled into good positions before the head of the procession appeared. The colored band and regiment from the Fort was a source of wonder to the foreigners; and when the Ames Zouaves came along, a burst of applause arose from the assembled multitude, being more particularly the recognition given the command from the neighboring city by the people of St. Paul. The industrial division awakened great admiration, and as display after display passed before the eyes of the distinguished visitors, comment and compliment fell from their lips, with many expressions of surprise and wonder at the seemingly exhaustless resources of the young metropolis of the new Northwest. Mr. Villard was saluted time after time from the ranks of the great procession, and each time raised his hat in response. Even he, well acquainted with St. Paul as he is,

could not refrain from expressing amazement and gratification, as he viewed the display which had been prepared in honor of himself and the Northern Pacific. Gen. Grant was also pleased. "I have seen many grand processions, civic and military," said the illustrious soldier and citizen, "but such a display as this of a city's industries I have never seen." A Berlin banker remarked to Gov. Solomon of Wisconsin, "This display, if known to the world, would add twenty-five per cent. to the value of St. Paul property."

Even as early as sunrise preparations for the mammoth procession had been in progress, thousands of gaily-decked teams representing the countless industries of a great city hastening to the appointed rendezvous. At 9:30 o'clock, when the distinguished visitors, for whose edification and instruction this grand display had been planned, had disposed themselves comfortably,

THE BRILLIANT AND IMPOSING PAGEANT

commenced to pass in review in the following order:

Platoon of Thirty-two Police under Sergeants Walsh and Morgan.
Chief Marshal Gen. John B. Sanborn and Aides.
Marshal Isaac Doble and Brigade of Boys on Ponies.

FIRST GRAND DIVISION.

Chief Marshal, Col. W. B. Bend.
Fort Snelling Band.
Battalion of Twenty-fifth Infantry, U. S. A., Lieut. Col. D. H. Brotherton,
Battery F, Fourth Regiment Artillery, U. S. A., Maj. L. G. Smith.
Second Regiment Band.
Second Regiment, M. N. S. G.
First Regiment, M. N. S. G.
Emmet Light Artillery, M. N. S. G.
All other Military Organizations.
Grand Army of the Republic and Veterans of Late War.

SECOND GRAND DIVISION.

Chief Marshal, John T. Black.
Fire Commissioners.
Fire Alarm Telegraph.
Hook and Ladder No. 1.
Engines, Hose Carts and Supply Wagons—Nos. 1 and 2.
Assistant Chief.
Hook and Ladder No. 2.
Chemical Engine.
Engines, Hose Carts and Supply Wagons—Nos. 1, 2 and 3.
Veterinary Surgeon.
All in condition for immediate service.

THIRD GRAND DIVISION.

Chief Marshal, Col. M. J. O'Connor.
Assistants, P. J. Dwyer, J. B. Desforges, Z. Quesnel, T. O. Dufresne, C. Barbeau,
Alfred Dufresne, John Massheck.
Red Wing Band.
Ancient Order Hibernians,
Knights of St. Paul.
Union Francaise.
St. John Baptiste.
Knights of Labor.
St. Venzee (Bohemian) Society.
St. John (Bohemian) Society.
Bohemian Turners Sokol.
St. Albert's (Polish) Society.

FOURTH GRAND DIVISION.

Chief Marshal, Andrew R. Kiefer,
Assistants, J. Mainzer, George R. Walsh, Joseph Osborn, William Penner, H. W. Thackery,
Gustavus Hopping,
Bohemian Band.
St. Paul Temple Commandery, No. 2, P. C.

German Society, Turner Society, Druids, Sons of Hermann, Lucelbeurgia, and Seven other Civic Societies.
Butchers, Mounted.

FIFTH GRAND DIVISION.

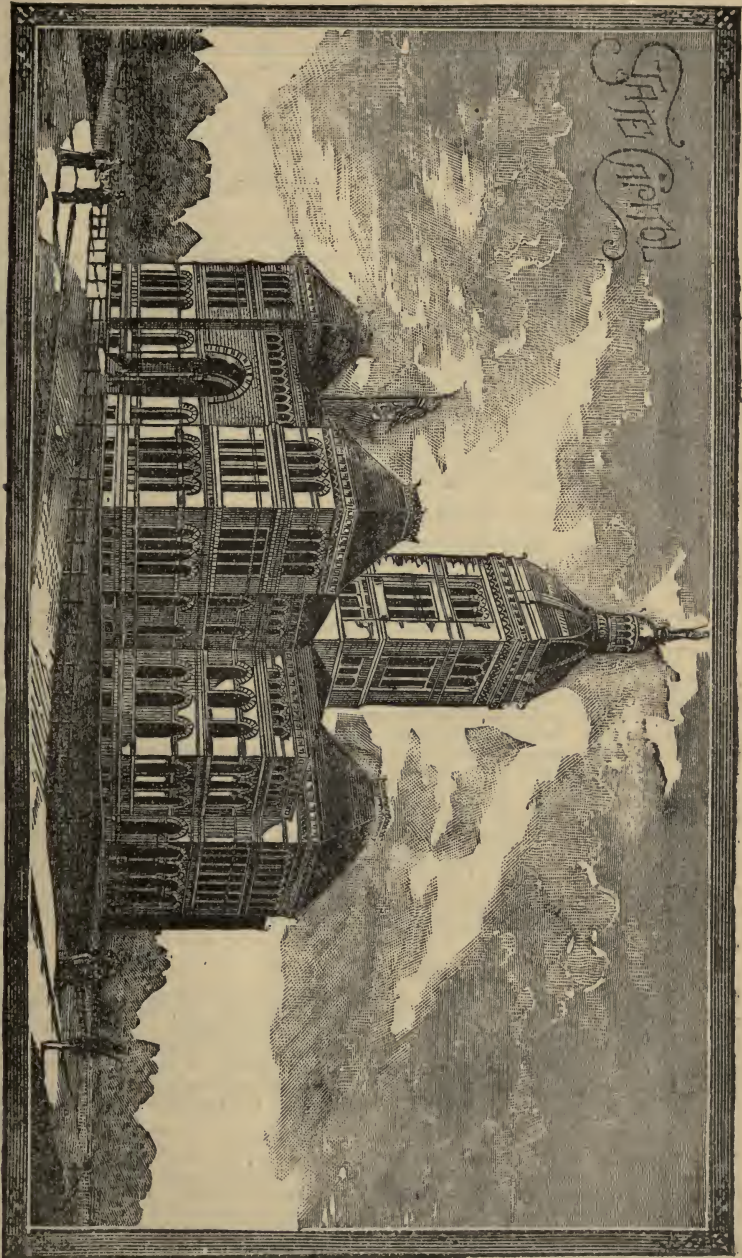
Chief Marshal, Gen. J. W. Bishop.
Assistant, L. W. Rundlett.
Great Western Band.
C. H. Bosworth, Assistant Marshal.
Postoffice Department, Railway Mail Service.
Omnibus Line,
J. L. Cherry, Assistant Marshal
Northern Pacific Express Co.
American Express Co.
United States Express Co.
Mat Ellis, Assistant Marshal.
Chicago, St. Paul, Minneapolis & Omaha Railway.
W. Thomas, Assistant Marshal.
St. Paul & Duluth Railway.
Minneapolis & St. Louis Railway.
E. D. Coming, Assistant Marshal.
Railroad Warehouse.

SIXTH GRAND DIVISION.

- Chief Marshal, E. A. Young.
Assistants, Gen. M. D. Flower, Charles Borup.
Faribault Band.
1. Wholesale dry goods, clothing, furnishing goods, hats and caps, millinery, notions. Theo. L. Schurmeier, marshal.
 2. Wholesale grocers, drugs, oils, baking powders, commission, crackers, confectionery, crockery. Frank B. Howell, marshal.
 3. Wholesale boots and shoes, leather and saddlery, stationery, hides and furs. George W. Freeman, marshal.
 4. Wholesale hardware, scales, and safes. Edward White, marshal.
 5. Brewery, malt and bottling interests, wholesale liquor dealers and coopers, William Hamm, Henry Stahlmann, William Banholzer, Arthur Koenig, Anthony Yoerg, Jr., Paul Hauser, Jr., James Allie, marshals.
 6. Lumber interests, sash, doors and blinds and wood workers. J. P. Gribben, Gebhart Bohn, marshals.
 7. Agricultural implements, farm machinery, wagons, carriages and sleighs. J. H. Burwell, marshal.
 8. Coal and wood. Frank H. Pratt, George H. Brown, R. A. Carrington, James F. Dowlan, marshals.
 9. Musical instruments, sewing machines, billiard table manufacturers, cornice manufacturers, iron works, boiler manufacturers, brickmakers, stonecutters, blacksmiths, terra cotta. R. C. Munger, J. P. Moor, marshals.
 10. Retail dry goods, clothing, boots and shoes, carpets, paper hangings, furniture hats and caps, gent's furnishing goods. C. F. Mahler, F. G. Ingersoll, marshals.
 11. Retail grocers, hardware, gunsmiths, grates, crockery, harness, and leather, trunk dealers, seeds. Maj. J. P. Pond, William Penner, Josiah Fairchild, W. A. Nichols, marshals.
 12. Real estate, auctioneers, billiard balls, drugs, plumbers, casketmakers, bakers, florists, gardeners, broom manufacturers, paints, ice companies, street contractors and men. Col. A. B. Brackett, marshal.

The City of St. Paul has made such gigantic forward strides in comparatively a few months that the grand display of industries in the procession was almost as much of a revelation to our citizens, as to the strangers within our gates. Said the St. Paul *Globe*:

"In speaking of the magnificent appearance of the procession in its entirety, no latitude of diction however extravagant can do justice. To describe adequately its component features would require days of labor and many issues of a paper equal in size to this edition of the *Globe*. Its superb military, civic, industrial, manufacturing and jobbing features would have reflected credit upon any city in this country, not excepting Chicago or New York. Said one cosmopolitan, a man of letters, to the *Globe* reporter, "Your city is wonderful; it is the greatest town for its size on the face of the earth." And he was right. In the procession every



art, industry, business, trade or species of traffic in the world was represented. The manufacturing, railroad and machinery display was simply stupendous, while the display made by the wholesale and retail merchants of St. Paul establishes their reputation as being among the most foremost and enterprising business men in the world. The ingenuity manifested by the wholesale merchants in arranging their displays, and the enormous extent of the exhibits, were really astonishing."

The procession occupied five hours in passing a given point and it was not less than fifteen miles in length.

THE FIRST DIVISION.

A dozen policemen scouted ahead of the procession and cleared the streets, and on came the pageant, with Gen. Sanborn, chief marshal, and aides at the head. Following these came a platoon of thirty-two police under Sergeants Walsh and Morgan. Then came a hundred lads in fantastic uniform, mounted as special aides, followed by the Fort Snelling band of twenty-five pieces; the Ames Zouaves, who were warmly applauded; a battalion of the Twenty-fifth United States (colored) infantry, 200 strong, commanded by Col. Gaines Lawson, an officer deservedly popular. These troops were generally remarked for their proficiency and soldierly bearing. Battery F. Fourth United States artillery, followed ninety strong, with four guns, commanded by Maj. L. G. Smith. Twenty-five Sioux Indians in war paint, accompanied by squaws carrying papooses, brought up the rear of this section of the parade, and were received everywhere with warm applause and amusing expressions. The Great Union band, playing splendidly, came gaily down the street and received the plaudits of the crowd. Then the First regiment, led by Col. Bend, marching superbly, and the Emmet Light Artillery, the G. A. R. and other war veterans, fifty strong, brought up the rear of the First Division, and received the warmest recognition.

THE SECOND DIVISION.

The fire department was the feature of the second division. Chief Black led the van, and was followed by the Fire Commissioners in carriages and the several engines, hook and ladder companies, trucks, hose companies and supply wagons of the department, all ready for instant service in case of an alarm. The appearance of the engines and trucks was the signal for loud and hearty commendation. The apparatus was polished to dazzling brilliancy, the appearance and discipline of the force was admirable, and the whole display as made by the department was certainly one of the principal features of the procession.

THE THIRD DIVISION.

The Ancient Order of Hibernians, 200 strong, were a prominent feature of the third division, of which Col. M. J. O'Connor was chief marshal. Their handsome uniforms admirably set off the stalwart forms they encased, and the marching and general appearance of the society was extremely good. A tableau in this division representing France and America, and Washington and Lafayette, standing under the spreading branches of an oak tree grasping hands was very effective, and elicited rounds of applause. The Rochester band furnished excellent music for this division. The Knights of St. Paul, Union Francaise, St. Jean Baptiste Society, the Knights of Labor, St. Venzee, St. John, Bohemian Turners and St. Albert societies followed in regular succession, with an aggregate of 300 members, and received their meed of applause.

THE FOURTH DIVISION.

Andrew R. Kiefer was chief marshal of the Fourth division, for which music was furnished by the Bohemian band. The St. Paul Temple commandery, No. 2, P. C., the German society, Turner society, Druids, Sons of Hermann, Lucelburgia, and other civic societies, aggregating 500 persons, the whole followed by 125 butchers mounted, completed this organization.

THE FIFTH DIVISION.

The Fifth grand division, of which Gen. J. W. Bishop was chief marshal, presented many novel and excellent features. The Great Western band furnished the music in its usual admirable manner, and was followed by the employes of the Postoffice, numbering fifty persons, consisting of mail carriers; lady and gentlemen clerks, drivers, etc. Several wagons were arranged as distributing offices, and the whole system of receiving and distributing mail matter was thus portrayed. The principal feature of the Postoffice display was the original St. Paul Postoffice, a box of a dozen pigeon holes. It was labeled: "1846. Total revenue, \$3,431 Revenue 1883, \$183,954.82,"

"Largest Mail Route in the World."

Cook's transfer wagon, with fifty employes, transporting trunks, valises; etc., marked for different stations on the line of the Northern Pacific railroad between St. Paul and Portland, was an interesting feature, and Adam Fetsch's traveling cigar manufactory elicited lots of applause, especially when the cigars, as manufactured, were scattered among the crowds. The Northern Pacific Express company made a fine display, and a simon-pure stage coach of the plains loaded with emigrants, miners and the usual personnel of Western stage coach travel, was so true to nature

that some spectators insisted on paying their fare and getting on board. The American Express company's wagons—loaded with freight consigned to Pacific Coast stations, and a white buffalo consigned to J. J. Hill,—and the United States Express Company's wagons, also heavily laden with express matter, contributed not a little to the enjoyment of the hour.

But the leading feature of the day was the exhibit made by the Chicago, St. Paul, Minneapolis & Omaha Railroad Company, "the Royal Route." The passenger department of this route was represented by a large float drawn by six Norman gray horses, furnished by the C. N. Nelson Lumber Company. On the sides of the float were banners stating: "No change of cars East to Chicago, South to Des Moines, or Southwest to Omaha and Kansas City." The banners on the top of the float announced that, "The Royal Route is the only route running dining cars and smoking room sleepers on all trains between St. Paul and Chicago," and surmounting these banners was a large map, showing the line of the N. P. R. R. from Portland to St. Paul in connection with the Royal Route. The display of the Mechanical Department of this railroad consisted of ten wagons and 215 employes detailed from the extensive machine shops of the company located in this city. Few corporations require the service of as many varied trades as are demanded by our great railways, and the "Royal Route" exhibited them all—a panorama of industry. The first division bearing aloft the banner of the "Machine Shop" was led by a wagon tastefully decorated with bunting and flags, amid which was seen an engine lathe in motion, in the hands of a skillful workman, the product of whose labor was exhibited in articles of gleaming brass and polished steel. But like one of the "Royal Route" express trains, the procession moved along "on time," and quickly brought the second division, with the "Erecting Shop." Here with file and emery the busy workmen were shaping and polishing the "rods," "links" and "pins" and other intricate portions of a powerful locomotive. The succeeding division of workmen revealed the fact that iron, brass and steel alone will not equip a railroad but that a "Carpenter Shop" finds a place in our railway works. As the line moved through our streets the rough timbers were transformed by the saw and plane into the shapely locomotive cab which was destined to protect the "Knights of the Throttle" through many a stormy blast. Following the carpenters of course came paint, varnish and gold leaf, and under the banner of the "Paint Shop" the wood work received its finishing touches.

But the sound of many hammers rising above the music of bands draws everyone's attention to the wagon representing the "Boiler Shop," upon which, amid the smoking forges with many a blow on white-hot rivets the heavy plates of steel are linked together into a locomotive furnace or firebox. The wagons following represented the "Blacksmith Shop," with two forges in operation and workmen in heavy forging, and on either side of the decorations were placed two immense gilded horse-shoes, surrounding the motto "Good Luck to N. P."

A wagon loaded with a large assortment of railway supplies tastefully arranged represented the general storeroom of the company, and intimated how various must be the articles gathered in the company's warehouses.

Closing the rear of this portion of the procession were three wagons from the Iron and Brass Foundry which supplies this railway with castings. From a smoking cupola furnace on one of the wagons the molten metal was drawn into the molds of sand, and souvenirs of the day were distributed among the spectators, consisting of medals and other articles cast on the march.

These varied vehicles were all tastefully and elaborately adorned, and bore the inscription:

"Machinery Department, C., St. P., M. & O. Ry."

and their exhibits contributed in no small degree to the success of the day's procession.

The St. Paul & Duluth furnished its quota in the shape of two wagons loaded with agricultural products and artisans, respectively, the latter at work on railway machinery. There were natural grasses from five to seven feet high. Grains of all kinds, "Products of the Great Lake Route." The second wagon represented a repair shop in full working order.

E. D. Conings' allegorical picture, painted on a van, drawn by three fine gray horses, tandem, and accompanied by a bugler, represented the scene at the driving of the last spike.

THE SIXTH DIVISION.

This grand industrial display, of which E. A. Young was chief marshal, was of course the most interesting and instructive feature of the procession of which it formed more than one-half. It was a magnificent panorama of the industries of a great city, and that it was thoroughly appreciated by those for whom it was arranged, was demonstrated by the hearty and emphatic expressions of wonder and pleasure it elicited. There were 725 decorated wagons and 4,300 actual participants. Every wagon on parade was highly decorated, and with exquisite taste, but confined to national colors or local manufacturers principally, and with plenty of evergreens. The designs and mottoes on the wagons were unique, and all referred to the Northern Pacific, the Far West and the benefit to be derived by St. Paul from the opening of the road. There was not a conspicuous attempt at advertising, but nearly all united in making the display of St. Paul stocks pay tribute to the great completed enterprise, the Northern Pacific railroad. Nearly all the wagons

were drawn by four horses. A detailed report could not be made complete, but a good idea of the magnitude and effect may be gleaned from the following:

The division was headed by the *Pioneer Press* wagon, on which was a large printing press operated by steam, and supplying the demand for copies of an exhaustive review of St. Paul. Thousands of pony copies were struck off and distributed.

Lindekes, Warner & Schurmeier—Large wagon illustrating home industries; ten steam sewing machines, at which girls were making flannel shirts. A wagon containing fancy silks and ladies' cloths was attended by clerks in evening dress. The cotton goods wagon had some small specimens of the smaller colored brother and clerks. The white goods wagon was attended by clerks in white clothes and hats. A Yankee notions wagon, well-filled had as its guardian a number of salesmen in Brother Jonathan costume.

Habighorst & Sons, highly decorated fancy goods wagon with lady clerks.

Campbell & Burbank, wholesale clothing, two four-horse wagons loaded with gentlemen's dress goods, and another with boxes for points on the Northern Pacific.

Gordon & Ferguson, wagon with bales and bundles of hides and furs for coats and caps piled in a pyramid and surmounted by a huge buffalo. The second wagon was draped with robes and fur trimmings, and filled with men engaged in their manufacture.

Adam Fetsch, cigars and tobacco—A large wagon, with golden bell in the center, symbolic of the principal brand of cigars sold by the firm. Surrounding the bell were workmen engaged in making cigars, which were freely distributed to the crowd lining the line of procession.

Auerbach, Finch & Van Slyck—Represented by a total of twenty, four, two and single horse teams—of which ten were four horse—drawing trucks enclosed and canopied with red, white and blue cloth, while from the standards and all other available spaces were displayed flags, streamers, etc., in profusion, while the interior was piled full of goods in the roll belonging to the different departments. The truck devoted to the manufacturing department was a mammoth affair, the platform extending many feet over the truck on either side, and bearing an engine operating a half dozen sewing machines and a knitting machine, with lady operators, making goods that will go to make up future shipments. Sandwiched between these canopied department four horse trucks were ordinary delivery drays, loaded with boxed goods consigned to all parts of the world. Of the department displays, the richest in material and most attractive was that of the carpet department, occupying two trucks, one of which was designed to represent a drawing room, showing shades, hangings, etc., the cost price of which exceeded \$4,000. A decided feature was a dray bearing the sample trunks of the ubiquitous and never tiring traveling salesmen of the firm. Nat. Singleton, checked through to Portland, Oregon, with the inscription, "Nat. Singleton, baggage checked to Portland, via N. P. R. R. So long, boys." Another inscription was, "Pig's Eye to Portland, via N. P. R. R.," and still another, "First shipment to China via N. P. R. R."

B. Sommer—One wagon with mammoth boxes, containing notions and toys.

Ward, Hill & McClellan—Wagon filled with toys.

Powers, Durkee & Co.—Six wagons loaded with flannels and cloth goods.

J. Oppenheim—Wagons loaded with silks, satins and notions. Some in boxes and others tastefully arranged.

Guiterman & Co.—Exhibit of gentlemen's manufactured furnishing goods.

Albrecht, Lanpher & Finch—Two large wagons joined together and loaded with furs. On their first truck, covered with robes and neatly trimmed, drawn by four handsomely dressed horses, were eight men dressed in different styles of fur suits, surrounded by all kinds of manufactured goods. In the center of the first truck, was a huge reindeer, hitched to a snow sled, connecting the first with the second truck, and bearing the motto: "The first mode of travel on the N. P." The second truck had an open arched roofing, trimmed with furs in festoons, underneath which was seated a hunter upon the carcass and between the antlers of a deer.

Young, Streissguth & Drake, wholesale dealers in hats, caps, furs, made a unique and attractive display. The first wagon represented their salesman in China exhibiting his goods to a native, two live bears in captivity serving to emphasize the nature of the business of the "Yankee abroad." Their second was a combination of snow, cold and civilization, i. e., the trimming of horses and truck was a ground work of black, bespattered with cotton batting to represent snow. On the truck surrounded by robes and furs, was a two-seated sleigh with driver dressed in furs, the front seat of the sleigh being occupied by two "untutored red men," dressed in their war paint, feathers, breech-cloths, blankets, etc., while opposite them sat two other "red men" over whom the wand of civilization had passed, dressed in silk hats, cut-away coats, tight pants and pointed-toed boots. Their third was a representation of the manufacturing department.

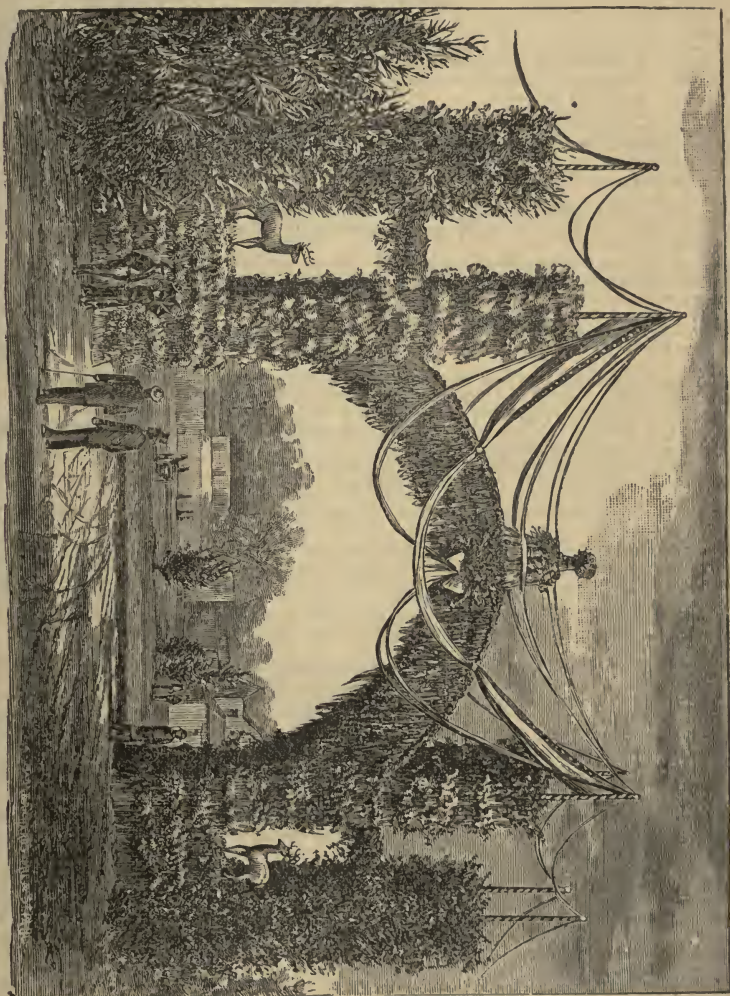
Allen, Moon & Co. presented seven wagons, one with six horses. All were driven by men with red shirts and white helmets. The first wagon was filled with tobacco and cigars, and attended by two Indians. Another wagon was loaded with tea, while a similar rig had coffee sacks. Two tandem teams loaded with canned goods from California and Oregon. A wagon held a number of large cables, which were tended by a sailor in the United States naval uniform. Their last wagon was loaded with canned goods, fruits, sugar and notions. All the wagons were draped.

Holl & Paar—Two wagons of general supplies.

Maxfield & Seabury—Four wagons loaded with teas, California canned fruits, Oregon fish and general wholesale groceries. Teas labeled "Direct from Yokohama and Hong Kong, etc." Fruits, "From San Francisco via N. P. R. R.; time 10½ days; distance 2,600 miles." "Columbia River Salmon from Astoria; time 8 days."

Glidden, Griggs & Co.—Wholesale grocers. This firm had the most ingenious display of the whole division. In the forward wagon was a large engine made of the material of the grocery

THE NORTHERN PACIFIC RAILROAD ARCH, BROADWAY.



trade. The drive wheels were made of tubs, the piston driving rod of a patent broom handle, and the smoke stack of a waste paper basket. This locomotive was one of the most creditable features of the whole grand procession. This was followed by a wagon built into a box car.

P. H. Kelly Mercantile Company—Leading their phalanx were three four-horse transfer teams loaded with teas of their own importation, each truck handsomely decorated with the colors of the different nationalities, and bearing the inscription: "Occident to Orient, Japan to St. Paul—twenty days." Following came two decorated trucks, horses tandem, loaded with California fruits and Columbia River Salmon, with the inscription: "Portland to St. Paul—six days." Following there was an immense four-horse truck enclosed in cloth combining the national colors, and profusely decorated, representing the coffee and spice department of the house, in which was a large force of employes engaged in putting up their celebrated brands of package coffee, viz.: "White Seal" and "Old Reliable."

Beaupre, Keogh & Co.—Wagons fixed up to represent the office; dried fruits and canned goods, staple, shipping and importing; and cigar and tobacco departments.

Yanz & Howes—Wholesale grocers. Four wagons loaded with the various staple goods dealt in by the firm.

Standard Oil Co.—Two great delivery tanks.

August Beck & Co.—Cigars and tobacco in pails and packages, and attended by the cigar store Indians, etc. The wagon was decorated with tobacco signs.

Johnson Bros. & Loomis—Hard wood mantels without number, and men engaged in their manufacture.

A. Booth, oyster house—Large wagon filled with oyster boxes and signs.

Cardozo Bros.—Two men on horseback, followed by wagon loaded with fancy furniture.

Minnesota Shoe Company—Wagon with ladies at sewing machine at work on uppers and men at work putting shoes together by machinery.

W. H. Konantz & Bros.—One four-horse wagon covered with horse blankets and below exhibiting harness makers at work. This was followed by a smaller wagon containing fancy harness.

Charles G. Schmidt—Harness wagon, canopied and surmounted by small pony draped with horse blankets and lap robes and occupied by harness makers at work.

St. Paul Rubber Company—Rubber goods of all description and variety.

Merrell, Sahlgard & Thwing—Wholesale druggists; display of drugs, chemicals and oils on two four-horse trucks finely decorated.

Northwestern Paint Company—Paints, oils and varnishes.

E. F. Berrisford—Crackers and confectioneries; five wagons.

Noyes Bros. & Cutler—Importers and wholesale druggists; five wagons.

C. R. Groff—Snowflake baking powders. A beautiful chariot, with pretty young lady sitting on a high throne.

Conrad Gotzian & Co.—Manufacturers and jobbers of boots and shoes. The firm had in line two large wagons heavily laden with samples of the goods of the house. These were followed by the employes of the firm to the number of 250. The various departments marched together, with banners telling to which one they belonged.

Averill, Russell & Carpenter—Stationery and papers. Three wagons, containing all kinds of papers for building and general use, stationery, etc.; followed by wagon with boxes for the Northern Pacific.

George D. Barnard & Co.—Blank book manufacturers, had a wagon containing large blank books, the center being formed by a large ledger two feet thick.

Joseph Ullmann—Wagon filled with hides and buffalo robes.

P. R. L. Hardenbergh & Co.—Harness and saddlery, four wagons. One drawing a workshop with men at work, another finished goods and the others goods in bulk ready for shipment.

Charles Friend—Harness and saddlery, one large wagon.

W. H. Garland—Trunks, two large wagons; the first loaded with trunks, and the second fitted up to represent the workshop, where men were engaged putting trunks together.

St. Paul Book & Stationery Company—Omnibus with employes.

Bradner Smith Paper Company—Samples of wrapping, printing and other papers.

Peyer & Lewis, hardware manufacturers—Wagon containing stoves and men making tinware.

Mayo & Clark, hardware—This firm had three wagons drawn by mules. The first contained baskets and tin and iron ware, the second light agricultural implements and barb fence, and the last dairy presses and agricultural machines.

Strong, Hackett & Co., hardware dealers—Presented four wagons. The first was in the shape of a pyramid covered with all kinds of sporting goods and revolvers, and surmounted by decoy ducks. The base of the pyramid was guarded by a fence of rifles in stands. Three other wagons were filled with general wholesale hardware.

F. S. Draper, hardware wagon with light hardware.

Nichols & Dean, hardware and heavy iron—This firm sent out first a light go-cart, which was followed by a huge anvil eight feet high, surmounted by a golden anvil. Two other wagons were filled with hardware.

J. M. Brunswick & Balke Co., billiard table manufacturers, wagon with billiard table. Banner: "The Northern Pacific R. R. and the Brunswick & Balke Co. discount the world. One spans a continent with rails, the other with its sales."

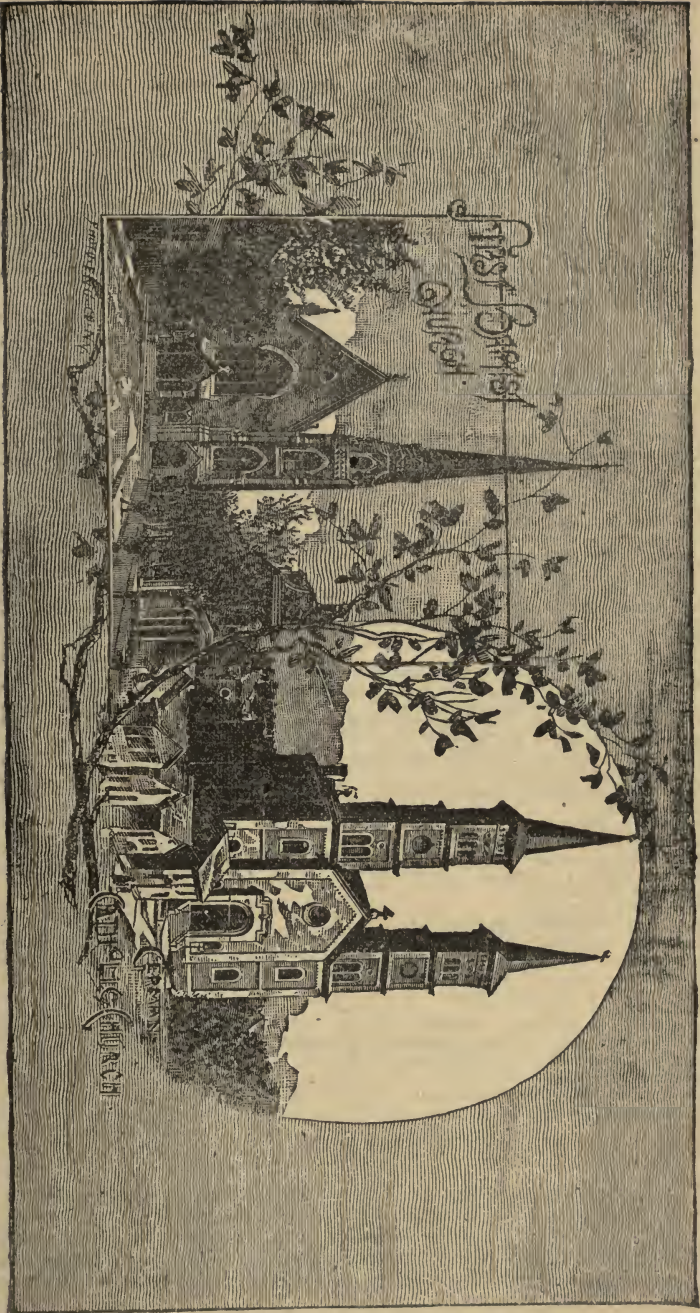
A. K. Pruden, stoves and ranges, two wagons.

Biebighauser & Co., stoves and ranges, one wagon.

Burnham & Jones, cement, drain and sewer pipe, three wagons.

- Breuer & Rhodes, carriagemakers' tools and supplies and heavy hardware, two wagons.
 Robinson & Cary, heavy hardware and railroad machinery, steam engines at work. Inscription, "The great blow, N. P. 1883."
- J. J. Dunnigan, plumber, with a large display of pipes, faucets and other various articles used in the plumbing trade.
- Simon's novelty shoeing shop, representation of a blacksmith shop. On the wagon was a horse ready to be shod.
- W. R. Burkhardt, guns and sporting goods, two wagons.
- Farwell, Ozmun & Jackson, hardware and house-furnishing goods, four wagons. Inscription, "First all rail shipment to Portland."
- Adam Decker, wholesale hardware, five wagons.
- Brand & Co., stoves and ranges, three wagons.
- Chris. Stahlman Brewing Company, brewers—This firm presented a first class appearance. All their wagons were driven by men wearing white high hats with a blue band. The first wagon held a huge beer hogshead, which was surmounted by a model Gambrinus; the three following wagons contained large butts and ordinary beer kegs. Two other wagons contained the employes dressed in blue overalls and drinking beer from old stone mugs.
- Phil. Best Brewing Company—Three wagons loaded with kegs, and boxes of bottled beer.
- William Constans, agent Schlitz beer—Three wagons.
- B. Kuhl & Co., liquor dealers—Two wagons, one with wine vats and one with kegs and boxes.
- Theodore Hamm, Excelsior Brewery. The second wagon contained three large beer tanks and the third represented a garden scene, with two goats upon top, symbolic of the beer drank beneath them.
- William Constans, brewer's supplies; three wagons.
- B. Blatz, Milwaukee beer; one wagon.
- P. J. Bowlin & Co., importers of wines and liquors. The two handsome casks of the firm were loaded upon the third wagon.
- Banholzer's North Mississippi brewery; three wagons.
- J. W. Kline, cooper; representation of cooper shop with workmen plying their trade.
- Murray & Allie, coopers, with coopers at work on barrels.
- The Gruber City Cooper shops; wagon with busy workmen, followed by another containing a large well curb labeled. "Made for the Northern Pacific."
- Board of Education wagon had a mounted sign showing the seal of the board, the date of erection of schools and valuation of school houses and sites \$505,100, and the enrollment of pupils by the year which is as follows: 1850, 682; 1870, 2,689; 1880, 4,338; 1881, 4,802; 1882, 6,725; 1883, 11,805.
- Breen & Young, stone quarry, four-horse wagon, containing men dressing stone sidewalking.
- St. Paul Wire Works, two wagons loaded with fencing screens, signs and cages.
- Prendergast Bros., hardware and stoves; a two-story shop in which men were busily at work upon stoves and tinware.
- Tipper & Kiesler, stoves and ranges; two wagons.
- Kennedy Bros., guns and ammunition, with wagon representing a piece of light artillery.
- Palmer & Smith, cut stone contractors; two wagons.
- R. G. Dun & Co., Mercantile Agency; a mammoth ledger standing upright on a wagon. Motto: "The Old Reliable. It comes high, but you must have it."
- Walker, Judd & Veazie; lumber wagons loaded with various kinds of hard and soft lumber, commencing at a huge log and ending with light pine laths and shingles.
- J. DeGraw & Sons, lumber; two wagons, loaded.
- Edwards & Holton, lumber mills; six-horse wagon with logs and three wagons with lumber and shingles.
- J. P. Gribben & Co., lumber; two wagons loaded with dressed pine stacked in keystone form.
- John Martin, lumber; four wagons.
- C. E. Keller & Co., lumber; with four wagons, one bearing in large German type the following tribute to Mr. Villard: "Welcome to our German guests; long live Villard."
- Corlies, Chapman & Drake, hardwood lumber.
- Mueller, Penderson & Co., manufacturers of sash, doors and blinds; three wagons.
- E. E. Smith & Bros., manufacturers of stairways; two wagons.
- Taylor & Craig; representation of saw mill, followed by fifty employes.
- Bohn Manufacturing Co., lumber and manufacturing of sash, doors and blinds; six-horse wagon containing three logs, four wagons of lumber, mouldings, and a model of a three-story frame house. All the employes were in blue flannel suits.
- T. A. Abbott & Co., sash makers; four wagons with doors, sash and blinds.
- Wilson & Monkhouse, wood-workers; two wagons; one with fancy house structure and another with fences of wood and iron.
- L. Rood, builder, fancy wood window cases ornamented with shavings, and one wagon with saws at work.
- Wileken & Romer, contractors; large carpenter shop, and another wagon with brick frame and derrick; one with fancy sash and doors.
- J. H. Schurmeier, manufacturer of wagons; very large blacksmith and carriage shop, men at work; four lines various kinds of wagons, buggies and sleighs in all conditions.
- Blodgett & Osgood, Fisher refrigerator manufacturers; one wagon.
- St. Paul Harvester Works; four wagons. Harvesters in full operation.
- St. Paul Plow Works; three wagons.
- Dennett, farm machinery; three wagons.

- B. D. Buford & Co., agricultural implements; four wagons. A notable display.
- Tusler, De Long & Co., farm machinery; three wagons.
- Pillingham & Co., threshers and other farm machinery.
- Colbert, Hill & Co., wooden ware; two wagons.
- C. B. Thurston; two wagons agricultural implements, lady driving hay rake and seeder at work. Very novel and attractive.
- A. Nippolt, carriages and sleighs; two teams.
- Mahle & Suhlenen, wagonmakers; large wagon with men at work at their trade.
- Wilson & Rogers, farm machinery; three teams drawing engine, an old farmer on reaper and a hay rake.
- Pollock, Donaldson & Ogden, crockery, china and glassware; two wagons.
- T. S. McManus, candy, which was freely distributed to the children along the route.
- Craig, Larkin & Smith, glassware; five wagons, one loaded with window exhibit of fancy goods and with boxes.
- McCarthy & Verplank, cigars and confectionery; two wagons, one containing candy-makers at work and distributing taffy to the excited populace.
- Union Roller Mills; wagon with Red Star flour.
- Van Hoven Live Stock Company; three wagons with meat and employes.
- Menk Bros., wholesale flour, grain and produce dealers.
- Griggs Bros., general grain commission merchants.
- Drake Brothers, arctic stores, model houses.
- Union Yard stone cutters.
- Grunhagen & Frey, manufacturers of Minnesota Cigar, turned out a large decorated platform wagon drawn by four horses, with the platform occupied by a dozen or more cigar makers busily at work rolling and finishing cigars, which were distributed en route. The canopy over the platform bore at the front the words, "Manufacture Weekly Eighty Thousand Cigars," at the rear the firm's trade mark, a five-pointed star with a cigar on each upper corner, and on each side, "Grunhagen & Frey, Minnesota Star Cigar Factory."
- Stone, retail grocer; three wagons.
- Griggs & Co., retail grocers; two wagons.
- B. Presley & Co., wholesale fruits, with the motto, "To the Fruit Growers of Washington and Oregon Territories, shake." The exhibit also bore the inscription "We receive three car loads of California fruit per week, three years ago we received but three per season."
- Northwestern Fuel Company; twenty wagons.
- St. Paul & Pacific Coal and Iron Company, A. Pugh, agent; twenty wagons.
- John Dowlan, wood and coal; one wagon drawn by six spans of mules.
- C. Herrmeyer, coal and wood; two wagons.
- F. H. Pratt & Son, coal and wood; four wagons.
- Superior Coal and Iron Company; three wagons.
- J. Haycock, wood; two wagons.
- J. A. Bailey, wood; two wagons.
- Nathan Ford, musical instruments; large wagon with two pianos, two church and a cabinet organ, two wagons.
- Sansome Bros., builders; two wagons.
- Thon & Hamm, Sunbeam flour; two wagons.
- Griggs & Foster, wood; with engine and three wagons.
- Griggs & Foster, wood and coal; fourteen wagons.
- Smith & Lewis, wood and coal; engine and two wagons.
- Dyer & Howard, musical instruments; four wagons, the first containing Steinway pianos, the second brass band instruments in the shape of the letter "V" on high pyramid, the third miscellaneous and string instruments, and the fourth with piano makers at work.
- W. W. Kimball & Co., musical instruments and organs.
- American Sewing Machine Company; four wagons.
- Domestic Sewing Machine Company; six small wagons and one drawn by eight horses.
- Herzog Manufacturing Company; three wagons of wire work and fences.
- Schnell & Upheber, wire fences and goods.
- Fairbanks, Morse & Co., scales; one very large wagon. A wonderful display of scales, mills, grocers' fixtures, etc.
- E. E. Scribner, roofing and sheet iron works; two wagons, one containing men at work on huge zinc dome. This is the second largest firm in this line in the United States, and it supplied cornices and roofing for nearly all the immense blocks shown in our illustrations.
- St. Paul Marble Works; men at work cutting and polishing.
- Minnesota Steam Marble Works; fancy marble mantels.
- Lauer Bros., contractors; six-horse wagons, men at work cutting stone, mixing mortar and erecting a house; another wagon with men drilling large stone.
- W. Wenisch, stone mason; two wagons, men employed.
- Andrew Schlitz, brick maker; wagon containing men making handmade brick.
- St. Paul Foundry; seven wagons, containing fences, stoves, large castings, car wheels, blacksmith shop at work and casting makers.
- Union Iron and Steel Works; four wagons, containing exhibit and men at work.
- St. Paul Brass Works; two wagons, showing exhibit of work and men polishing and making castings and moulds.
- Kenny Bros., boiler makers; men at work on large wagon.



First Church
St. Paul's Church

Printed & Sold by

St. Paul's Church

Washington Steam Engine Works; two six-horse wagons, containing large machinery and castings.

Capital Iron Works; wagon with men at work on steam lathe.

Melgren, steel and copper plate engraving, with printing press at work.

American Manufacturing Co., machine pattern and blacksmith shop, with men at work.

Roger & Davis, steam fittings.

E. F. Osborne; four wagons, showing steam heaters and ventilators.

Lindeke, Ladd & Co., dry goods; display of fancy dry goods.

Mannheimer Bros., dry goods; three wagons, being a delivery wagon, one fancy goods and one of staple dress goods. The wagons were loaded with costly fabrics. One team was set apart for valuable fancy silks and laces, displayed in a wonderfully attractive and showy manner. Besides the silks and laces there was a world of Persian goods of beautiful patterns, Indian shawls, moire antiques, imported fans formed of graceful ostrich feathers and tips.

New York Bazar, ladies' dress goods.

Mrs. Lyles, Hair Bazar; four ladies in hack, showing effects of powder and false hair.

Eldridge & Ruff, two wagons showing fancy parlor furniture and an old couple in a fancy and comfortable bed.

M. A. Bigford & Co., Hall's Safe & Lock Company.

C. C. Miles, Detroit safe and electric alarms; four wagons.

Leduc & Madon, carriage makers; four wagons.

George Powers, carriage and sleigh makers.

McMaster & Getty, druggists with large mortar, on which were a skull and cross bones.

Carl Simmons, druggist, with an old alchemist at work and boys preparing drugs; three wagons.

Sattler Bros., clothing.

H. C. Crippen & Co., trunks; two wagons.

Frank Wenerka, carriage trimmings.

H. S. Temple, taxidermist; large display of stuffed heads, skins, etc.

Croonquest & Peterson, clothiers.

Berlandi & Bott, lithographers.

R. E. A. Whity, printer.

Robert Seeger, vapor stoves.

Edward Dahl, furniture.

A. Roedler, furniture.

St. Paul Furniture Co., furniture.

E. S. Norton, real estate dealer; five carriages and buggies.

A. B. Wilgus & Co., real estate; carriage containing model house.

P. T. Kavanagh, auctioneer; auction business in wagon at work. One of the most effective displays, auctioneer Doherty distributing tea direct from Japan.

Michaud Bros., grocers; five wagons.

Minnesota Bottling Co.; two large beer wagons.

C. J. Fiese, billiard table.

Myers & Finch, manufacturers of jewelry.

Eswedish Co-operative Association, grocers; two wagons.

Moss' retail grocery.

J. C. Harrigan, grocery; four wagons.

Monfort & Co., groceries and wines. A mammoth display of fine goods.

F. Ducius, baker; two wagons.

Harrison & Co., clothing.

St. Paul Milk Company.

Beyer & Lux, contractors; ten wagons.

John Matheis, carpets, Turkish rugs and wall papers. In the rear wagon were several women engaged in sewing carpets, the van being made to show a splendid interior with the most perfect fittings of lace curtains, rich carpet, beautiful wall decorations, etc.

Boston One-Price Clothing House.

Globe Clothing House.

Larson & Co., grocers; two wagons.

C. B. Hess, vegetables and canned goods; five wagons.

John Kronz, vegetables; three wagons.

Laundries; four wagons.

Globe Tea Company; two wagons.

THE ROUTE

taken by the procession was as follows: From Seven Corners down Third Street to Washington, up Washington to Fifth, down Fifth to Market, down Market to Third, down Third to Broadway, up Broadway to Fourth, up Fourth to Sibley, up Sibley to Seventh, down Seventh to Olive, up Olive to Ninth, up Ninth to Jackson, down Jackson to Seventh, up Seventh to Wabasha, and thence to the Capitol, where it dispersed.

SEEING THE CITY.

Half past eleven, the time for leaving, came, and still the end of the procession was far away. The guests could not wait to see more, and so several sections of it were turned off down Third Street, and the carriages were driven up to the park entrance to take the party upon a tour over the city. The guests were speedily in their places, and under escort of the committee were driven to various points of interest. The beautiful upper plateaus of St. Anthony Hill and Dayton's Bluff were visited and the magnificent views of Mississippi River scenery, stretching away to Fort Snelling on the north, and to the white cliffs, overhanging Carver's Cave and beyond on the south were fully enjoyed by the distinguished guests. The colossal palaces of trade in the wholesale district of the city were not forgotten and excited the liveliest interest and fullest inquiry. In the afternoon the entire party gathered at the Union Depot for the departure to Hotel Lafayette, where Mr. Villard and his friends were the guests of J. J. Hill, Esq., of St. Paul, president of the St. Paul, Minneapolis & Manitoba Road.

As the Villard party was about to depart from the Union Depot in St. Paul an incident of something more than transient significance occurred. A large crowd had gathered about President Villard's car. In response to loud calls Mr. Villard, Gen. Grant and William M. Evarts came to the rear balcony of his car and bowed their acknowledgments. As the train was about to pull out President Villard advanced a step and made a brief speech, saying:

Gentlemen of St. Paul: It is almost unnecessary for me to express to you my appreciation for this kind and magnificent reception. You well know that you have my heartfelt thanks. I only regret that I can not have all the citizens of St. Paul within reach of my voice, so that they might hear my personal testimony to their hospitality. I will not say good-bye to you now, because I shall never want to say good-bye to St. Paul. I am going away from you for a little while, but I hope soon to be with you again. I trust that in the future I shall not be required to spend so much of my time in New York, as I have in the past. The necessity of remaining there to provide for the financial necessities of the road is, I am glad to say, nearly over. It is now time to settle down more in St. Paul—the point from which the road is to be operated—and see that it is managed so as to reflect credit upon the company, as well as bring prosperity to your city and the great country it traverses.

Amid the thunder of cheers and martial music the honored guests took their departure for the lovely shores of Minnetonka lakes, impressed beyond expression by the grand celebration they had enjoyed.

Reception of President Arthur.

THE festivities of the day were by no means closed at the departure of Mr. Villard and his guests, for a most important duty remained, the reception of Chester A. Arthur, the President of the United States, who, in response to an invitation from Mayor C. D. O'Brien, had shortened his visit to the Northwest and hastened from the Yellowstone Park as rapidly as steam would convey him to attend the celebration at the eastern terminus of the railroad. The following report is from the *St. Paul Daily Globe*:

Promptly at 3 o'clock a special train over the Northern Pacific railroad arrived at the Union Depot bearing President Chester A. Arthur and the party who have with him been on a tour through the mountain regions of the West and the famous Yellowstone National park. The depot and the streets surrounding and adjacent, were crowded with people anxious to catch a glimpse of his excellency and his distinguished companions.

The committee of city officials who had gone to meet the party were met at the car as it drew up by Mayor O'Brien and a large delegation of our prominent citizens, who were presented in due form, when, with little ceremony, the party were escorted to their carriages. Within the depot a detachment of the Twenty-fifth regiment was drawn up on either side of the main hall, and as the President approached they presented arms. The President, locking arms with Mayor O'Brien, marched down the aisle with head uncovered and acknowledged the cheers of the multitude as he emerged from the Sibley Street entrance and entered the carriage in waiting for him. As he emerged a presidential salute was fired by the Emmet Light Artillery. In the carriage with him were Hon. Robert T. Lincoln, Secretary of War, Mayor O'Brien and Gov. Hubbard. In the carriage following were seated Lieut. Gen. Phil. H. Sheridan, Gen. Alfred H. Terry, ex-Gov. Ramsey, and ex-Mayor Edmund Rice. The carriages following were occupied by the remaining members of the presidential party and local officials besides officers of the army located in this city and Fort Snelling.

Between the open ranks of the Twenty-fifth regiment the carriages proceeded, escorted by a platoon of police under command of Sergeant Morgan, and the chief marshal of the day, Gen. John B. Sanborn, and his aides, all in brilliant uniform. The military presented a fine appearance and marched to the inspiring music of the regimental band. From Sibley to Rosabel, from Rosabel to Fourth, and through the Northern Pacific arch, up Fourth through the St. Paul & Omaha Company arch to Jackson; from Jackson to Third; up Third to Wabasha, and from Wabasha to the State capitol the procession moved, the fire department, Ancient Order of Hibernians and other civic societies, followed by a large number of carriages, bringing up the rear of the line. All along the route the president was received with round after round of cheers, an honor which he acknowledged with dignity, frequently uncovering in response to the salutations

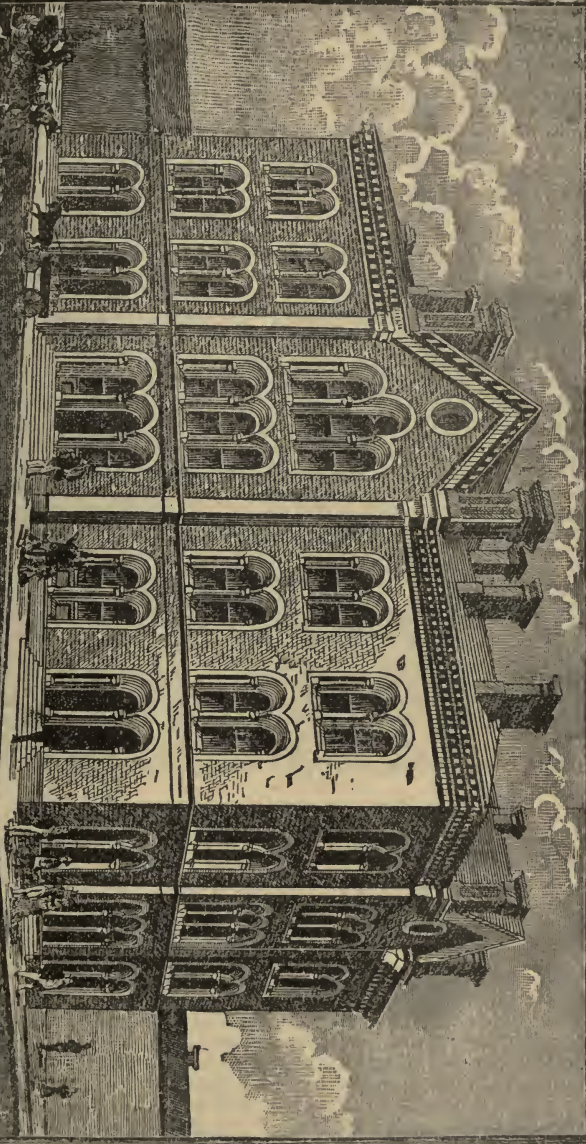
ARRIVING AT THE CAPITOL

all the bells in the city pealed out a merry chime. The party disembarked at the Wabasha Street entrance and proceeded without delay to the hall of the house of representatives where the President held a brief reception and a large number of prominent citizens were presented and received in a gracious manner. A collation was served by Magee and ample justice was done it by all present, especially the President and his companions who were wearied by their long ride from the Yellowstone. Following this the President held a public reception in the governor's room, and received several thousand citizens who, entering at Wabasha Street passed through the room and out by the Cedar Street entrance. This was continued for some time but the thousands of people that had been continually multiplying about the capitol building were increasing at a fearful rate until it was necessary for the President to come out of the room into the main hall, where he continued to receive the multitude who thronged around and seemed to double every minute. By this time there had come to be

A DREADFUL CRUSH,

outside the capitol all along down the entrance to the grounds, even to Wabasha Street. The jam caused by the people trying to get in was something terrific and great fears were felt that some one might be injured. To avoid this, and to satisfy the thousands upon thousands who were struggling to get in, it was thought best to have the President go out on the broad steps of the west entrance and show himself to the people. Gov. Hubbard preceded and introduced the President. As soon as the latter stepped forward the crowd broke into a shout—which can be described only as an immense roar. Again and again was it repeated. Finally the President got a chance to get in a word.

Argent House & Post Office



W. H. WOOD

HIS THANKS.

On his waving his hand, as much as to ask the multitude for quiet, the shouting ceased and the President spoke something as follows:

Fellow Citizens: I desire to thank you most sincerely and cordially for this generous and kind reception, and to express my wonder at all that I see here in this City of St. Paul. I think it is not necessary for me to tell you that my warmest sympathies go with the accomplishment of the great public work, which is the occasion of all this display and all this rejoicing, and in honor of which you have engaged in this great celebration. Thanking you again for the kind reception, I bid you good-bye.

The President immediately re-entered the capitol building, and soon after emerged from the south entrance, where the carriages were in waiting. The whole party resumed their seats in the carriages and were driven out on Summit Avenue, and afterwards to the depot, where the President, Gen. Sheridan and the Secretary of War reviewed the battalion of the Twenty-fifth infantry, U. S. A., Col. Soldens. After this the President, Gen. Sheridan and the whole party resumed their seats in the special train, and at 5:30 p. m. the train moved out, amid the cheering of the crowd, proceeded to Hotel Lafayette, where the party were the guests of St. Paul for the evening.

The President spoke in the most enthusiastic terms of his trip, and was surprised at the magnificent proportions to which St. Paul has grown and the many evidences of substantial prosperity visible on every hand. He stated to a *Globe* representative that the city was by all odds the most metropolitan in appearance of any he had visited East or West, save alone New York and Chicago, and he looked to see this the greatest distributing point of the West. The only regret he expressed was that his stay here was to be so short, and that he could have no time to more thoroughly inspect the city and its industries. After the banquet the President and suite left for Chicago via the "Royal Route."

IN THE EVENING.

The magnificent celebration was closed in St. Paul by a display of fireworks of unusual brilliancy and splendor, on the island above the bridge. The programme consisted of eighteen set pieces appropriate to the occasion, interspersed with rockets and brilliant fires. The display which reflected great credit on our home pyrotechnic artist, Mr. Schmotter, was enjoyed and vociferously applauded by a massive audience. During the evening many business houses and private residences were beautifully illuminated, and at midnight closed the grandest day in the history of St. Paul.

The Grand Banquet.



ON the evening of the eventful 3d of September, the municipality of St. Paul entertained the honored guests of the day and many prominent citizens of the city and state, at a banquet served at Hotel La Fayette which from a height of ninety feet overlooks the beautiful Minnetonka twin lakes. This splendid hotel which has few equals in the country, and is the property of the St. Paul, Minneapolis & Manitoba Railway, was especially fitted for such grand affairs. The edifice which is 1,100 feet in length and is a marvel of beauty, affords ample accommodation for 1,000 guests. To the magnificent banquetting hall of this imposing summer palace the scene of St. Paul's festivities is now changed.



MARKET HOUSE, CORNER SEVENTH AND WABASHA STREETS.

At seven o'clock the four divisions of Mr. Villard's railroad procession, President Arthur's special and the special St. Paul train, had landed the 1,000 guests at Hotel La Fayette and the corridors and drawing rooms swarmed with a happy throng, and it was indeed a notable assembly—one including more men of prominence and brains, than are often found together on any one occasion in a lifetime. All around is

A SCENE OF ENCHANTMENT.

The grand hallway is brightly decorated, the principal display being in the rotunda, from all the balconies of which hung rows of bright-colored Chinese lanterns, while the pillars from the floor to the high roof are faced with streamers, red, white and blue. But what is all this to the banquet hall? Here is magnificence itself. Decorations rich and profuse, in which the prevailing colors are red and old gold, have given the blank white walls an appearance most gorgeous. Along the cornices and across the ceiling, extend in graceful festoons, cords of evergreen and streamers of drapery. All the spaces between the windows are filled in with light emblematic shields, and mottoes and

emblematic devices cover such wall spaces as are left. The glare of the electric lights is softened by the use of tinted globes, and thereby the effect of richness is heightened. There is nothing tawdry or bizarre in the effect. All is in good taste. When one recovers from the general impressions given by the scene, he reads, in the details of the decoration, a grand scheme from which all the possibilities of the great transcontinental highway are shadowed forth. Upon the right hand side, on entering the hall, is a series of shields, in the national colors, and bearing in their centers respectively the great seals of Minnesota, Dakota, Montana, Washington Territory and Idaho. The shields are arranged between the windows in order named. Upon the opposite wall is a series of similar shields, in the center of which are mottoes, as follows: Minnesota—"The Terminal State—N. P. R. R.—Mississippi and Lake Superior." Dakota—"The Granary of the world." This motto surrounds a sheaf of wheat. Montana—"Cattle on a Thousand Hills." Idaho—"Gold and Silver are Ours." Washington Territory—"Ye Monarch of the Forest"—accompanied by representation of a pine tree. Oregon—"To the Orient—The Pacific State."

ANOTHER SERIES.

Beyond these shields and filling all the remaining spaces between the windows on both sides to the head of the hall, is another series, upon which are inscribed respectively the names of the ten principal commercial cities of the globe, namely: Calcutta, Bremen, Canton, Havre, San Francisco, London, Liverpool, New Orleans, New York, Hamburg. Each of those shields is painted with the colors of the nation, in which the city named thereon is located. From these shields representing the commercial cities extend wreaths of green and streamers of red and old gold to the center of the ceiling, all being united in a golden hub. All the shields are draped with flags, and over each is a wreath of live flowers. The decorations at the head of the hall are even more elaborate than any that have yet been described.

THE SPANNING BRIDGE.

Extending across the hall from side to side against the ceiling is a device representing a bridge, the spans being made of wreaths of green. Along this allegorical highway are the names of the termini and principal stations along the Northern Pacific line—St. Paul, Duluth, Fargo, Bismarck, National Park, Helena, Puget Sound, Portland—the background for the bridge is formed of American flags at each side and the German and English flags mingling in the center. In the midst of all is a large crayon portrait of President Villard, framed in a wreath of cut flowers, with the letters N. P. R. R. and H. V. on each side. Above the portrait, in large letters and festooned with flowers and drapery, is the legend "St. Paul Welcomes You." This completes the decoration at the head of the hall. At the opposite end are the initials N. P. R. R. and the monogram H. V. on each side of the entrance. The posts throughout the hall are set off with the heads of buffalo, deer, elks, and specimens of the various species of birds and animals which inhabit the region along the line of the Northern Pacific road. Such was the banquet hall into which the city of St. Paul invited Mr. Villard and his distinguished guests.

At about nine o'clock the guests filed into the banquet hall, passing through the open ranks of a platoon of policemen under Chief of Police John Clark. At a table on a somewhat raised platform running across the upper end of the hall the most distinguished of the guests were seated, President Arthur occupying the seat at Mayor O'Brien's left and Mr. Villard that at his right. No time was lost in useless ceremony but the pleasing pastime of discussing the appended elaborate menu was indulged in while the Great Western Band in a room at the rear, concealed by a massive silk curtain, discoursed delicious music.

≡ MENU. ≡



Blue Points sur coquille.

POTAGES.

Bisque de crevettes.	Consomme d'Orsoy.	
Varies.	MORS D'OEUVRE.	Varies.
Petites bouchees au salpicon.		

POISSONS.

Bass rayee a la hollandaise. Whitebait a l'anglaise. Concombres. Pommes croquettes.

RELEVES.

Selle de chevreuil a la Cumberland. Jambon d'ourson au chasseur. Tomates farcies,

ENTREES.

Cotelettes de pigeonneaux, chevaliere.	Petite pois français.	Poitrine de cailles a l'Andalouse,
	Quenelles de perdreaux a la St. Hubert.	Flageolets a l'anglaise.
Bellottines d'ortolans a la Perigueux.		Fonds d'artichauts, lyonnaise.

SORBET.

Lucullus.

ROTIS.

Poule de prairie.	Sarcelles.	Salade escarole.
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PIECES MONTEES.

Paniers garnis ux fruits.	Pyramide en nougat.	Chalet Suisse.	Chapelle Turque.
	Vues du Lac Minnetonka.	Corne d'abondance.	
Chemin de fer du Northern Pacific entrent dans le tunnel Mullen.			

SUCRES.

Pudding a la tyrolienne, sauce sabayon.	Glace napolitaine.	Bavaroise au chocolat.
	Petits fous assortis.	

Fruits. Fromage. Cafe.

VINS,

Chateau Yquem.	Amontillado.	Johannisberger Cabinet.	Chateau Cos d'Estournel, '74.
	Roederer.	Pommery.	Chateau Lafite, '65.
		Clos de Vougeot. Liqueurs.	

After the substantial had disappeared and wines had been substituted, the season of speech making was inaugurated by Hon. C. D. O'Brien, Mayor of St. Paul, who spoke as follows:

Gentlemen: Our banquet has been unexpectedly graced by the presence of his excellency, the President of the United States. (Applause.) I have the honor to propose the health of President Arthur, the President of the United States, to be drank standing. (Applause.)

When the applause had in a measure subsided, President Arthur arose amid renewed applause and spoke as follows:

PRESIDENT ARTHUR'S ADDRESS.

Mr. Mayor and Gentlemen: I thank you cordially for your kind greeting. I am glad to take part with you in these festivities; the great work, the accomplishment of which they seek to commemorate, may well be celebrated with joy and thanksgiving. (Applause.) And, Mr. Mayor, well may your beautiful and thriving city and her sister municipality, standing as they do at the gateway of this new highroad of commerce which stretches far out to the sea,—congratulate themselves that they enter to-day upon a career of enlarged usefulness and prosperity. (Applause.)

Coming to you from that marvelous region which has been sometimes called "The Wonderland of America," I traversed the thousand miles which intervene, along the rails of the Northern Pacific Road. (Applause.) Nothing that I have ever read, nothing that I have ever heard, has so impressed me with the extent of the resources of the Northwest. It has convinced me that the importance of this enterprise, which we are gathered here to honor to-night, has not been over estimated even by its most sanguine friends. (Applause.) All honor, then, to the zeal and energy which have given to that enterprise such triumphant success. (Applause.)

Mayor O'Brien then delivered a speech of welcome and congratulation as follows:

MAYOR O'BRIEN'S ADDRESS.

Gentlemen: There has devolved upon me to-night the high and valued privilege of extending to you and each of you the sincere and cordial welcome of the city of St. Paul. If to the pleasure your presence gives us there could be added another element, it is the occasion which has assembled you,—graced, as it has been, so unexpectedly, by the presence of the chief executive of the United States. (Applause.) The completion of the Northern Pacific railway is an event of most profound importance to us, as well as the whole Northwest, and is a fitting opening of our history, that, as yet, has scarcely passed beyond its title page; and still, in the brief period that has elapsed since the founding of our city, some work has been done to which we feel we may point with pardonable pride, and which, first has made our beloved city the eastern gateway of this new highway, for the commerce of the Pacific slope, (applause,) and which, next, enables us to receive you to-night, in a manner befitting your deserts, and our desires in that regard. (Applause.)

There sit with you to-night the men (still in the meridian of their lives) who, in their gallant youth, with only hands and hearts, and brains to aid them, founded our city and this commonwealth—so aptly named the North Star State. To them it seems but yesterday when the commerce of Minnesota consisted of some barterers in Indian furs, and when the stock-in-trade of our merchants was contained in the pack strapped on the shoulder of some sturdy *coûrier-des-bois*. To-day, stately warehouses stand on the site of the traders' hut; our entire state resounds with energy and activity; our commerce and manufactures flow in broadening streams beyond the confines of the United States, and pour their surplus wealth upon the shores of distant Europe. (Applause.) It is sometimes said that we western men are somewhat over-fluent and boastful in our speech. Perhaps it may be true; but, while we talk, we also act, and the great captain who honors us by his presence here to-night, (applause and cheers) will tell you of our western men in the times that tried our nation, and say whether at Shiloh or the Wilderness, the words of western men exceeded their brave deeds. (Applause.) Yes, we are proud; proud of our country, that so well deserves our devotion; proud of our state,—that shines the brightest star in the westward course of empire; proud of our beautiful and beloved city, our home that we have built with our own hands; and still more proud than all for her to-greet you here to-night, her honored guests, and for the city of St. Paul to bid you a thousand hearty welcomes. (Applause.)

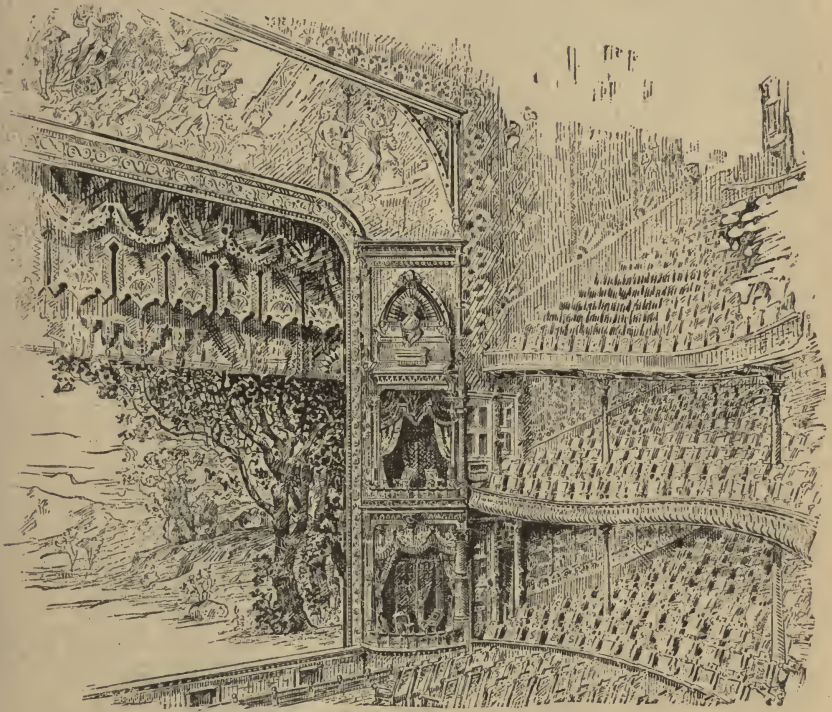
For you, Mr. Villard, there is something more to add, and our city, though reasonably well furnished with western orators, finds all too poor mere spoken words to give to you, as she would desire, an assurance of the sincere esteem in which you are held; and so we have prepared in more enduring type, that which we wish to say to you. And now, with your permission, and for the good pleasure of these our guests, I will read it that they may hear.

To Henry Villard, President of the Northern Pacific Railway—Sir: The occasion of your present visit to our city, marking as it does one of the most important events in our history, enables us in some degree, to express to you our full recognition and sincere appreciation of the eminent public and administrative qualities displayed by you in bringing to an early and successful completion that magnificent highway from the Pacific to the Mississippi, the Northern Pacific railway; and that enterprise, so vast in its character and extent, so important in its effects on the entire Northwest, and indeed, the country at large, has long been an object of anxious solicitude to our people; and when, during successive administrations of its directory, we saw its ultimate completion delayed, its development arrested, and the great enterprise itself gradually diminishing to a mere field for speculation, we looked anxiously, yet doubtfully, for the coming of some master mind—for some one who fully appreciated the magnificent character of that enterprise, who would bring to its prosecution the capacity and energy necessary to insure its completion and success. You have done all this, and more. You have developed a territory almost boundless in its limits and inexhaustible in resources, comprising even now many States and Territories, and destined in our own time to bring into existence many new and flourishing States and Territories to shine with fresh luster in the widening circle of those jewels of our republic; and in so doing you have so impressed your personality on this, your great work, that you now deservedly enjoy the entire and perfect confidence of all our people. It is our great pride to evidence this esteem and confidence to you, to assure you that with you and with your name this greatest work of modern enterprise will always be associated; and when the history of your career shall be read by the millions who will inhabit the fair domains you have opened to them, the name of Henry Villard shall shine brightly and without reproach chief among those who, in high stations of responsibility, by enduring acts of public good, shall have deserved well of their fellowmen; and on behalf of the municipality of the city of St. Paul, I have the honor to beg your acceptance of this expression of their esteem, etc.

C. D. O'BRIEN, Mayor of St. Paul.

(Applause and cries for Villard.)

[NOTE.—The above address to Mr. Villard was printed in red letters surrounded by a blue border, on a banneret of heavy white satin, the back of which was of rich ruby plush. The trimmings were of heavy gold cord and a deep bullion fringe graced the lower end. The beautiful emblem was provided with a fitting repository which consisted of a steel box 10x5½ inches, wrought in exquisite designs, and lined with polished oak from President Villard's birthplace. A silver plate inside the cover bore an appropriate inscription. The whole formed one of the prettiest conceits of the programme.]



INTERIOR OF GRAND OPERA HOUSE.

This magnificent house has just been erected by Commodore W. F. Davidson. It has no superior in the country. Its elegant auditorium seats 2 300, the stage is very spacious and the acoustic properties are perfect. The above view is from a pen and ink sketch by W. H. Frisbie.

At the conclusion of the mayor's address, Mr. Thomas Cochran, Jr., proposed three cheers for Henry Villard, president of the Northern Pacific, and they were given with a heartiness that made the glasses rattle.

Mr. Villard, rising, spoke with some emotion.

HENRY VILLARD'S SPEECH.

Mr. Mayor and Gentlemen: I beg to say to you, in all sincerity, that I all but stagger under the load, the debt of gratitude that has been heaped upon me during these last few days. Already once before to-day I had occasion to protest that I was being honored beyond my merit. It has been my good fortune to be called upon to conduct the enterprise that was started thirteen years ago, under other auspices, to a successful termination, but I beg you to understand that there are others who are entitled to great credit for the success of this undertaking. Circumstances called me to the direction of the affairs of the Northern Pacific at a most auspicious time,—at a time when universal prosperity had returned to this country in consequence of the resumption of specie payment,—the time could not be more favorable than I found it, for the purpose of providing the large capital needed to complete the enterprise; but for the auspicious time, success would hardly have been possible. However, notwithstanding the favorable circumstances of the times, the enterprise would have slept, would have been buried out of sight, years ago, but for the patience, perseverance and sacrifices made by my predecessors in the executive of the Northern Pacific, and by their associates in the directory of the Company. I found a living body—not the dead body of 1873—a body that had been restored to full life, in consequence of the negotiation of the \$40,000,000 of general first mortgage bonds. That was consummated before I succeeded to the presidency. That negotiation practically assured the success of the enterprise.

It is true that unexpected embarrassments arose after my accession to the presidency, but, with the means in hand to build the line, they were readily overcome. It is as much due, I believe, to the efforts of those that preceded me, it is as much due to the efforts of those who have assisted me in the prosecution of the work, that I have the satisfaction of celebrating with you to-night the consumation of the enterprise.

On the 16th of July, 1881, I had the honor of delivering an address to the business men of the good city of St. Paul. In that address, as many of you will remember, I ventured to say that the road would be completed, through to the Pacific Ocean, within two years and a half from that day. (Applause.) The two ends of track were actually connected on the 22nd of last month; the promise of two years ago was, therefore, more than fulfilled. (Applause.) But now, that the road is completed, the principal task, after all, yet remains; that is, to make it a satisfactory enterprise to our stockholders, to fulfill the expectations of the communities that have looked forward to the completion of the road as the opening of a new era of prosperity to them.

You all know that I am a most ardent believer in the great future of the Northern Pacific, and of course, it is a great comfort and a great satisfaction to me that so many of you share this belief with me; but, please remember that a great deal of work remains yet to be done; that a great deal of patience will yet have to be exercised before your and my expectations—as to the growth of the enterprise, as to its practical results, in various directions,—can be fulfilled. I think that I can best discharge the debt of gratitude that the extraordinary spectacle of to-day has imposed upon me by repeating the assurance that I have given this afternoon, that I shall use my power, as the executive of the Northern Pacific, conscientiously and to the best of my ability, not only for the good of our stockholders, but for the good of all the country—the material development of which depends upon the Northern Pacific. (Applause)

I am fully impressed with the conviction that our prosperity must go apace with the prosperity of the states and territories traversed by our lines; in other words, that our policy must be such as to promote the growth of those states and territories, (applause) in order to produce a healthy progress, and therein will be our reward.

If you will permit me to add, it has been a great satisfaction to me that there are more believers in the Northern Pacific in the great Northwest than in Wall Street. (Great applause and cheers.) And I feel satisfied that all the manipulations of Wall Street operators will not shake the faith of the city of St. Paul, of the State of Minnesota or of any of the cities and states and territories traversed by our lines, in the future of the Northern Pacific. (Applause.) I am glad that, for a time at least, I feel emancipated from the demoralizing influences of Wall Street. (Laughter and applause.) I breathe freer here; my hopes for the future of the Northern Pacific are strengthened; I see the evidence all around me that my faith in its future is well founded,—as well founded as any human faith can be. (Applause.)

An English guest of ours remarked to me yesterday that this celebration reminded him very much of the opening of the Suez Canal. I am free to confess that I can see little resemblance between the two events. This celebration is the spontaneous outburst of enthusiasm of two free communities. It is not artificial, it is not brought about by any undue influence, for effect, and is therefore the more gratifying to me, and I am sure to all of my guests, (Applause and cries of "Hear! Hear! Hear!")

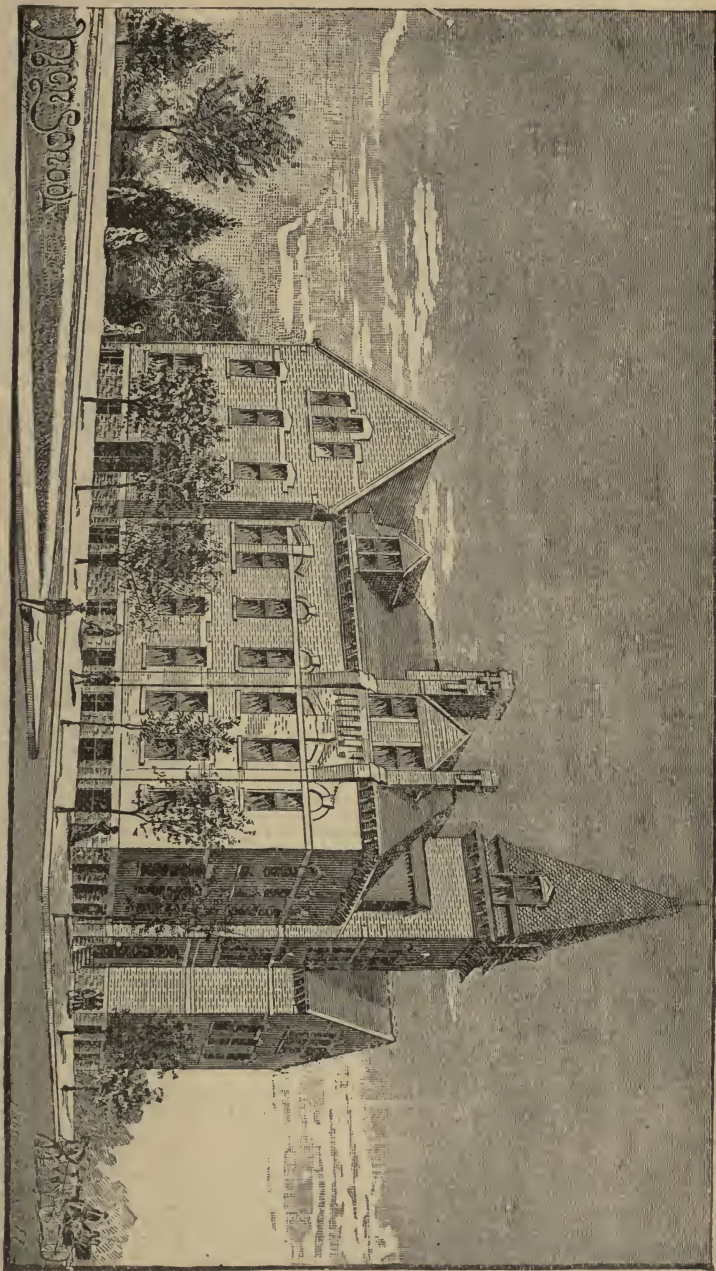
The generous hospitality extended to our foreign and American guests calls again for acknowledgment from me. I am sure that all of my companions on this trip will ever remember this occasion, will ever remember the city of St. Paul and the hospitality of its citizens. (Applause.)

There are some topics that I know the citizens of St. Paul would like to hear from me about, but I RESERVE THE OPPORTUNITY OF DISCUSSING WITH THEM THE MEASURES WHICH THE NORTHERN PACIFIC COMPANY WILL TAKE FOR THE DEVELOPMENT OF TERMINAL FACILITIES WITHIN THE CITY LIMITS—regarding which I understand there is so much general curiosity—until my return from the Pacific coast. There are other toasts to follow and other speakers to address you, and I therefore beg to be excused. (Applause.)

The toast "The City of St. Paul, the eastern terminus of the Northern Pacific Railway," was then proposed by General Johnson, and was responded to by Hon. E. F. Drake, who spoke as follows:

E. F. DRAKE'S REMARKS.

In the year 1860, standing on the platform at the door of the capitol of the State of Minnesota in St. Paul, the sagacious and lamented statesman, Wm. H. Seward, whose far-seeing vision led him to predict in advance the "irrepressible conflict" which ended in the great rebellion, made another prophetic utterance which is equally certain to be fulfilled. His words were in substance these: "I find myself for the first time upon the high land in the center of the continent of North America, equi-distant from the waters of Hudson Bay and the Gulf of Mexico. Here is the place—the central place where the agricultural products of this region of North America must pour out their tributes to the world. I have cast about for the future and ultimate seat of power of North America. I looked to Quebec, to New Orleans, to Washington, San Francisco and St. Louis for the future seat of power. But I have corrected that view. I now believe that the ultimate, last seat of government on this great continent will be found somewhere not far from the spot on which I stand, at the head of navigation of the Mississippi river." The predictions of that far-seeing statesman have been realized in part only. The seat of power and government of North America has not yet been removed to St. Paul, but we must be patient. (Laughter.)



God's people have waited for thousand of years for the fulfillment of divine prophecy, and we will wait in faith for the realization of this human prediction.

The agricultural wealth which he predicted should find its outlet to the world through St. Paul is now pouring in a mighty volume, and will continue to move to an extent that will astonish the world. Soon after the utterance of that prophecy I came to St. Paul, bringing with me the first locomotive, the first cars, and the first rails ever brought to this State. (Applause.) St. Paul was then a village, with a quiet population of 8,000 souls. She had a few manufactures—not a wheel moved by steam within the city. She had neither incorporated banks nor insurance companies. She had river communication with the East, closed by ice for six months of the year. Her prairies north and west had few inhabitants save the red man, the elk and the buffalo. It was my fortune to complete the railroad from St. Paul to St. Anthony, and then began the march of St. Paul to realize her destiny. Indulge me a few moments while I present some statistics showing her present condition.

From the ten miles then built she is now the center of nearly 5,000 miles of direct tributary roads. The daily passenger traffic to and from her union station is represented by 155 passenger trains which arrive and depart daily. The freight traffic arriving and departing from the city is almost beyond computation. Her population has grown from 8,000 to over 100,000, showing an increase without a parallel. The actual attendance of the public schools is over 8,500 pupils, and commodious houses have been built for their use. The operatives employed in the various manufactories of the city now exceed 12,000, and the value of manufactures is about \$28,000,000.

The annual sales of her jobbing houses exceed \$70,000,000.

The banking of St. Paul is now \$6,270,000, and the current deposits in the vaults over \$10,000,000. The aggregate volume of business of the banks exceeds \$116,000,000 annually. St. Paul is now a great center of trade in lumber, which she distributes north, south and west to points along the Missouri river. The political capital of the State is St. Paul. In the city is the official residence and headquarters of the governor and executive officers, the supreme court of the State and the district and circuit courts of the United States. The United States custom house, office of the surveyor general and department for army supplies are all here. During the past year there have been built in the city about 3,000 structures, at a cost of about \$10,000,000.

The advantages of position of St. Paul fully justified the predictions of the statesman whom I have quoted. She is situated at the head of navigation of the Mississippi river, 2,000 miles from the Gulf of Mexico. She is connected by two lines of rail with Lake Superior, and by three lines with Lake Michigan. She is the center of the most fertile district of the continent, and finally her crowning advantage is, in the language of the sentiment to which I respond—"She is the eastern terminus of the Northern Pacific railroad," which will pour into her warehouses not only the trade of our own Northwest, but the rich trade of the Islands of the Pacific and the Indies.

I will not weary you with more statistics, but I cannot close without a few words about the Northern Pacific railroad and the brave men who have built it. Through all the ages of the world God, in his wisdom, has raised necessary men for great emergencies. Moses, the great leader and lawgiver, came at the appointed time. When in the fullness of time the Suez canal should be built, DeLesseps appeared, and amid sneers and predictions of failure, completed a work the control of which now excites the envy of nations. The great Lincoln was given in our hour of need, and Grant and Sherman to fight our battles seemed the gift of a special Providence. By the side of these great names posterity will place that of him who began and him who completed the great highway of the world—the Northern Pacific railroad. It is with pride that St. Paul can point to her course toward this great work and toward those who built it. She has ever been its friend, and in prosperity and adversity, amid the sunshine and the storm she has stood by its projectors, approved their wisdom, admired their courage and defended them whenever assailed. It has been the custom of mankind to perpetuate the names and fame of heroes and benefactors with earth mounds raised by the savage, with rude heaps of stone in Bible lands, and in latter days with costly monuments of marble and granite. It is a good custom and we should follow it. Now that this great work is completed, let there be built on the shores of Lake Superior a monument of enduring granite, let it be massive, and let it stand where the first rays of the morning sun, as he rises from the lake, may fall upon it, and dispel the damps and dews from its surface, and on that monument inscribe in deep letters the name of "Jay Cooke." (Applause, and three cheers for Jay Cooke.) Let another no less imposing be reared on the waters of the Pacific. Let it be placed where the last rays of the setting sun may fall upon it as he sinks to rest in his "wigwam behind the Western waters" and on that monument inscribe the name of Henry Villard; (great applause,) and may these monuments remain unscathed by the hand of time, undescrated by man, and endure while "the long train of ages glide away." (Applause.)

At the conclusion of Mr. Drake's address, the next toast upon the programme, "The United States Government, by encouraging the transcontinental lines strengthens the Union," was proposed, and Gen. Johnson called upon the Hon. H. M. Teller to respond.

HON. H. M. TELLER'S SPEECH.

Gentlemen: At this late hour of the evening, you will hardly expect me to enter into a discussion of the proposition enunciated as a toast. I think, myself, it is self-evident that by governmental aid and encouragement, the building of these great transcontinental railways strengthens and cements the bond of union between the people of the different states. (Applause.) And the completion of this road is not simply a material and financial advantage to Minnesota, to Dakota,

to Montana, to Idaho, to Oregon and Washington, but to all regions of the country alike. (Applause and cries of hear! hear! hear!) The social and political advantages that will be derived by the daily intercourse of the people from Oregon and Washington, and all the states along the lines, with the people of the states farther east and south, are far greater, in my judgment, than the material and financial advantages to be derived, however great they may be. No people can long continue in harmony unless they have similar ideas, similar sentiments, upon all the great underlying political questions that go to make up a nation. (Applause.) These sentiments cannot and will not be alike unless the people are so situated that they can interchange their views. (Hear! hear! hear!) This great transcontinental railroad, with the other lines that have been completed, render it possible for the people of the distant Pacific coast to commune readily and freely with their brethren of the east. Oregon clasps hands with Massachusetts, and California with Maine, and the people that are sundered by thousands of miles become neighbors in actuality and in reality. (Applause.)

This great railroad, that has been completed (the first that was suggested, of all the Pacific lines,) now an established fact, traverses a country capable of maintaining millions of hardy, enterprising and virtuous people; and when all the country that is tributary to it shall be filled with the hardy, intelligent miner, the energetic farmer and the skillful mechanic, who will say that the communion of these people one with the other does not and will not tend to perpetuate the union of these states? (Applause.)

The government of the United States has dealt with this road with a munificent and bountiful hand; it has given it an empire in extent—wealth untold; and it now remains for the managers of this great corporation to say whether it shall in all respects be that which Congress intended when it gave this munificent grant to aid in the building of this road. If, as the President of the road said a few moments ago, they shall adopt the policy that the interests of the communities traversed by the road is the interest of the road, then, you may say the prosperity of this road is assured, and the prosperity of the communities through which it passes is also assured, and no man, sensible of the advantages of commerce and wealth, and of the interchange of ideas, and the visiting of people from one section of the country with those of another will ever regret, however great this gift may have been, that Congress bestowed it as bountifully and as cheerfully as it did. (Applause.)

The next regular toast, "Our Foreign Guests. The Representatives of Nations whose people are becoming the strength and glory of the great Northwest."

RESPONSE BY HON. L. SACKVILLE WEST.

Gentlemen: On behalf of the distinguished English guests and myself, I undertake to return to you my most sincere thanks for the cordial manner in which you have responded to the toast which has just been proposed. I can assure you that the government which I have the honor to represent in your great country, looks with delight upon the completion of the great enterprise which we are here this evening to celebrate.

Gentlemen: Commercial progress is the brotherhood of nations; it amalgamates races, it absorbs nationalities, and it stays the curse of war. (Applause.) What grander end can the ingenuity of man aspire to, than the opening of the resources of a fertile country for the benefit of mankind? This end, it is safe to say, will shortly be accomplished by the opening of the Northern Pacific railroad. All honor to its promoters, and may abundant success attend this great enterprise, in which we are all so greatly interested. (Applause.)

Baron von Eisendecker, Imperial German Minister at Washington, was then called upon to respond to the toast, "Our German Guests," and he spoke as follows:

BARON VON EISENDECKER.

Mr. Chairman and Gentlemen: It is quite unexpectedly that I appear before you here, to respond to the toast that has just been announced, for, as you see, I am not on the regular list of toasts, and therefore am not prepared. There are a great many among my countrymen here who could much more ably express their sentiments and respond to the toast that has just been uttered. However, as I have been requested, I am very willing, so far as I am able, to express to you my sentiments, (applause,) and they are these: That I fully and entirely sympathize with the great undertaking that we now inaugurate, for the first time, under the auspices of an old countryman of mine.—Mr. Henry Villard. (Applause.)

A great many Germans (my countrymen) are in this country now. They have found their second home. (Applause.) I can tell you that when I came here to *your* part of the country, that I felt at home. (Cries of "Hear! Hear!" laughter and applause.)

What we have seen since we came to this region, I think my countrymen will agree with me,—are the results of honest labor, hard work and perseverance. (Applause.) If my countrymen, the Germans, have contributed to the prosperity of the two cities—St. Paul and Minneapolis—I can only be heartily glad. (Applause.)

I can assure you that what I have seen (and I think my countrymen will agree with me,) has made me feel proud of those of my countrymen who remain here. I cannot help but feel a deep

respect and admiration for the ends attained here, in this part of the country. (Applause.) If what we see has been the history of the past, gentlemen, what will be the future, when the great event that we now celebrate is consummated, that is, when the Northern Pacific is opened and in full operation?

Mr. Chairman and Gentlemen: I can only wish that your future will be as I see it in my imagination. ("Hear! hear!" applause and cheers.) You will be the great centers here of commercial enterprise, of agriculture, of commerce, of manufactures; and there is no doubt that your interests in every way will be multiplied a hundred fold. That is what, in the name of my countrymen present, I most heartily wish you. (Applause.)

The next regular toast, "The State of Minnesota," was responded to by

GOVERNOR L. F. HUBBARD.

Mr. President and Gentlemen: The official notice sent me by the committee on toasts of my assignment this evening invites me to respond to the sentiment, "The Governor of Minnesota." That would have been an easy duty to perform, as it presents a subject readily handled and soon exhausted. But to do justice to the sentiment with which I am confronted by the printed programme of the evening is quite a different matter. However, in either case I should assume that it was your wish that our State be heard from on this occasion, and I am, therefore, glad to say a word in that behalf. I believe the entire people of the commonwealth of Minnesota have an appreciation of the event we are here to commemorate, and that they are animated by feelings regarding it similar to those that have found expression in the demonstrations of to-day. Speaking for the State at large, I feel that I am authorized to say that Minnesota heartily joins in these rejoicings, and that she desires to render proper recognition and tribute to the genius of the man who has brought to a successful issue one of the grandest enterprises of the present age. (Applause.) The people of our State have felt an absorbing interest in this great work throughout its history, and have ever had an abiding faith in its final success. They have looked upon it, in a sense, as an enterprise of their own, for whose inception they claim some credit, and for whose ultimate fate they have felt much responsibility and solicitude. Our people feel that they should receive as well as tender congratulations on this auspicious occasion. (Applause.) We entertain great expectations of the benefits resulting to us as a State from the completion of the Northern Pacific railway, and the consequent identification with the interests of the gentleman and his associates who are the guests of this occasion. We believe, gentlemen, we need but to make the resources of our State known and they will themselves attract the agencies required to develop them. While, therefore, we greet you, gentlemen, most cordially as our guests, we shall expect to greatly interest you in the various attractions of our State. We shall hope that the impression created by this brief experience among us may be fruitful of good opinions on your part, and that the pleasantest reminiscence of this most notable tour across the continent may be suggested by your presence in the State which numbers among her many grand possessions and advantages the eastern terminus of the Northern Pacific railway. (Applause and cheers.)

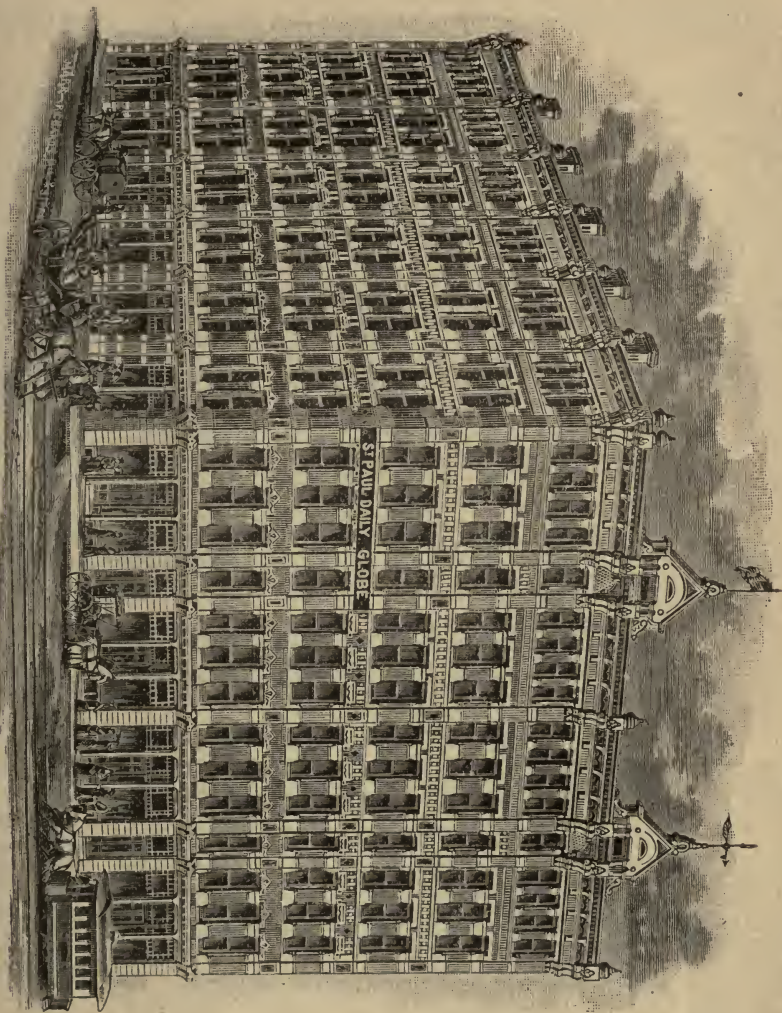
The next regular toast was "the Army, holding the savage in check while the shores of a continent were united."

RESPONSE OF GEN. A. H. TERRY.

I have come down to the centre of the banquet hall, gentlemen, because I have been taught to obey all lawful authority, (laughter) and I recognize you as the lawful authority here to-night. (laughter.)

I thank you, Mr. Mayor and Gentlemen, in the name of the army, for the manner in which you have tendered this toast. The recognition by such an assemblage as this of the part that the army has borne, the aid it has given for the construction of our great transcontinental highways, is, for the army, one of the highest of rewards. (Applause.) For the soldier, there is, and there can be, no loftier duty, than the protection of hearts and homes, and the defense of Fatherland; but that duty brings with it much from which man instinctively shrinks, unless he be indifferent to human suffering, much that makes victory, even in a noble and righteous cause, only a little less mournful than defeat. But, when the soldier is called upon, not to destroy, but to help to create, when it is his duty to assist in the conquest of nature rather than the conquest of men, when he is called upon to give his aid to help win the victory of peace and to share in the triumph of labor, to contribute to the triumph of labor and civilization, it is, indeed, a gratifying task. (Applause.) It is not so brilliant a part as that of war, it does not dazzle the eyes of the multitude, but it brings with it the happy thought that he has wrought no evil but rather a good to his fellow man. And this has been the part that the army has borne in respect to this great enterprise. It has borne a comparatively humble part, for it has created nothing,—it has simply held in check contending forces, in order to make it easier,—perhaps I might say, to make it possible, that others should conquer. But in the knowledge that it has borne even this humble part, as well as in the applause which has greeted its name here to-night, the army has its abundant and overflowing reward. (Applause.) Again, Mr. Mayor and Gentlemen, in the name of my comrades I pray you to accept my thanks. (Applause and cheers.)

GLOBE BLOCK, CORNER CEDAR AND FOURTH STREETS.



This is the largest block in the city. It has 102 feet frontage and a depth of 140 feet. It is six stories high above a deep basement, is constructed of red brick with stone trimmings, and cost its owners, W. F. and J. H. Davidson, about \$175,000. Besides three immense stores it has about one hundred apartments in the upper stories. Commodore W. F. Davidson is now completing on Fourth Street adjoining the side of his elegant opera house, another six story block 75x70 feet, with three stores, and offices above. This will be a sort of "Barristers' Hall," as lawyers will mostly occupy it. The same gentleman, who is doing more than any other individual to build up the city, has a spacious block bearing his name at the corner of Fourth and Jackson Streets. This is 145x110 feet, is used for offices and yields an annual rental of \$24,000. The new opera house, which was opened by the Emma Abbott Opera company in September, is one of the best gifts of the enterprising Commodore to the city.

"The New Northwest, its boundless resources, new thrown open for development, will revolutionize the commerce of the World." This toast was responded to by

HON. ALEX. RAMSEY.

After one of the governor's inimitably facetious introductions he proceeded as follows:

In March, 1849, it pleased Gen. Zachary Taylor, then president of the United States, to appoint me governor of what was left of the old Northwest Territory, under the ordinance of 1787, which was situated between the rivers St. Croix and Mississippi. After accepting the appointment of governor of Minnesota, I found that there were but few white men residing in that portion belonging to the old Northwest, while the rest of the Territory, between the Mississippi and Missouri, was in possession of the warlike Sioux. To our friends in the states of the Atlantic slope those of us who were living within the sound of the roaring waters of the Falls of St. Anthony were supposed to have reached the "ultima thule," or, in less classic phrase, the "jumping off place" of the continent; but there, each settler was big with hope, and insisted that he was just stepping into a wonderland, which sentiment designates as the new Northwest, a region destined to exercised a more potent influence upon civilization than the old Northwest, which has developed into the mighty States of Ohio, Indiana, Illinois, Michigan and Wisconsin. The seal of the Territory of Minnesota indicated the attitude of expectation of our pioneers by the representation of a farmer following a plow near the Falls of St. Anthony, and watching an Indian on horseback moving toward the setting sun, with the motto above, of the house of Dunraven, "Quo sursum volo videre"—I wish to behold what is beyond.

By the conception and completion of the Northern Pacific railway this expectation is realized. In concluding a message to the legislature of Minnesota in January, 1853, shortly after the Sioux had ceded their lands between the Mississippi and Missouri, I used words which some thought were not such as St. Paul in his address to a certain governor called "words of truth and soberness." Dwellers in the East looked upon the language as that of one mounted on a winged horse—a Pegasus, or, as a type of that "spread eagleism," of the West. But as I repeat those words to-night they seem words of truth and soberness, and the prediction is more than fulfilled.

Alluding to the capital of Minnesota, I said: "Emphatically new and wild appeared everything to the viewers from older communities, and not the least novel feature of the scene was the motley humanity partially filling the streets—the Indians with their blankets and painted faces, and the red sashes and moccasins of French Canadian voyageurs greatly predominating over the less picturesque costume of the Anglo-American race. But even while strangers yet looked, the elements of a mighty change were working, and civilization with its hundred arms, was commencing its resistless and beneficent empire.

To my lot fell the honorable duty of taking the initial step in this work, by proclaiming on the 1st of June, 1849, the organization of the territorial government of Minnesota, and the consequent extension of the protecting arm of law over these distant regions. The fabled magic of the Eastern tale that reared a palace in a single night, only can parallel the reality of growth and progress. That which is written, is written. The life of a short generation will realize it. In our visions of the coming time raise up in magnificent proportions one or more capitals of the north—Stockholm and St. Petersburg, with many a town only secondary to these in their trade, wealth, and enterprise. Steam on the water, steam on the land everywhere fills the ear and the sight. Railroads intersecting interlink remotest points. Let some deem these visions impracticable. Man in the present age distains the ancient limits to his career; and in this country especially all precedents of human progress and growth of states are set aside by the impetuous, yet far-seeing, originality of our fellow citizens.

Since these words were uttered civilization has crossed the Mississippi, and at Fargo and Moorhead on the Red River of the North, Bismarck on the Missouri, Helena at the gates of the Rocky mountains, and Portland on the Pacific coast, are busy centers, with those factors of prosperity, the factory, the church, the schoolhouse, and the daily newspaper.

These and numerous other important points are connected by the steel rails of the Northern Pacific railroad, the completion of which we celebrate to-night, because of its importance, and the grand part it will play in revolutionizing the commerce of the world. While ships found their way to Virginia and New England, by a long route, by way of the West Indies, immigration was slow, but when Gosnold discovered a new, short, northern route, there was a complete change, and population poured from the old to the new world. The northern route to the Pacific opens a short way for the German, Scandinavian and other nationalities of Europe to the heart of the Rocky mountains through a healthful and picturesque region, and transports to the doors of our merchants the fruit of California, the teas and silks of Japan. To it, an immense fertile Northwest is tributary. By it, the wheat of the valley of the Saskatchewan, and the wool from the northern branches of the Columbia, and "cattle from a thousand hills" will find a market. People will hereafter not be grouped together by States or natural boundaries, but as those who travel by the same road, and the Northern Pacific will subdue Indian depredations, and link together the dwellers upon each side of the international boundary, the 49th parallel of north latitude. Hereafter it will be easier for explorers and pleasure seekers by way of the Yellowstone Park to visit the ancient countries of Japan, China and India than to go by way of the Atlantic ocean, Mediterranean sea and Suez canal. As the train with its luxurious accommodations and distinguished guests from many lands hastens along, let

"The dwellers in the vales and in the rocks
Shout to each other, and the mountain tops
From distant mountains catch the flying joy."

The next toast, "the city of Minneapolis," was responded to by Hon. A. A. Ames, the Mayor of that city.

MAYOR AMES' SPEECH.

President Villard and Gentlemen of the Northern Pacific excursion party: I have two reasons for feeling proud of the opportunity here afforded for responding to the toast "The city of Minneapolis." First, the people of that city, by calling me twice to the office of Mayor, have honored me. Second, Minneapolis has been my home for thirty years, and I have seen her built from claim shanties to her present majestic proportions, with a population of 100,000 people. (Hurrahs and cheers.) Our city's growth has been marvelous, and in this age of progress she stands as one of the wonders of the nineteenth century. Her situation at the falls of St. Anthony gives the power of that once mighty cataract into her hands; labor, pluck and capital have subdued and made obedient this great power. It now propels our mills and workshops, in which, by the aid of skilled artisans, we prepare the products of the vast Northwest for Eastern and European markets. Cotton was once king of the country; now it is wheat, that mills in Minneapolis grind 27,000 barrels of flour from every day. (Applause.) One of our guests, while passing through our milling districts the other day, told the whole story in four words, when he exclaimed: "It's an immense bee-hive." Minneapolis has developed so rapidly from a village to a metropolitan city that we have as yet not been able to entirely free ourselves from some farmer ways. (Laughter.) The generation that is coming forward, with jostling ambitions, will soon overwhelms us with a tidal wave of progress, wherein local strife and petty personal ambitions will be swallowed up. The dawn of that period approaches with the completion of the Northern Pacific railroad and the advent of Mr. Villard. The great Villard artery will soon begin to beat with a flow of blood which will give life to the hitherto partially paralyzed northern portion of our country. Minneapolis and St. Paul will share alike the results of this wonderful achievement. (Applause.) There will be wealth enough rolled into our laps to satisfy all, and then the local jealousies now existing will be known no more forever. (Applause.) Reason will regain her throne, and all will realize that the interests of St. Paul and Minneapolis are identical. That which benefits one necessarily benefits the other. (Applause.) Minneapolis greets Mr. Villard and his distinguished guests with a sincere and cordial welcome, I courteously extend to all of you an invitation to call again and look us over more leisurely when you return from the Pacific coast. Mayor O'Brien, allow me to thank you and the city of St. Paul for the courtesy you have shown the city of Minneapolis by inviting its mayor, common council and prominent citizens to seats at this banquet. (Tremendous applause and cheers.)

The tenth regular toast was as follows: "The Railroad System of Minnesota. The cause of the wonderful development of the State."

The Hon. James J. Hill, President of the St. Paul, Minneapolis & Manitoba railroad, was called upon to respond.

ADDRESS OF JAMES J. HILL.

Mr. Chairman and Gentlemen: It is a great pleasure to me to meet you all here to-night, and to join with you in celebrating the completion of the Northern Pacific railroad. It is especially a great pleasure, because the railway over which it is my duty and my great pleasure to preside, is most intimately connected with the Northern Pacific railroad. We are its nearest neighbor, and we are, I hope, a fairly good neighbor. (Laughter.) While the roads are rivals in business, the rivalry is, I know, an honorable and fair competition. We have been able to meet Mr. Villard, and always, my intercourse with him, and the officers of his company, has been such as to warrant me in feeling that in the future, as well as in the past, our work will go on together, each one seeking to develop and open up new territory, taking ground to the front, step by step—new territory in which each can have its own field of usefulness to the public and to ourselves. (Applause.) And while we have heard to-night (and it is all deserved,) a great deal of praise sounded to the man who commenced the enterprise—the Northern Pacific railroad—let me remark that it requires a great captain to finish such a work; and I want to congratulate Mr. Villard on bringing to a successful completion that noble enterprise. He has had to contend with difficulties, as every man in such a position must; but the greatness of his success is commensurate with the magnitude of his undertaking. Mr. Villard has brought it to a successful completion, (Applause) and I want to congratulate him, because I know some of his difficulties.

Gentlemen, you have called upon me to respond to the sentiment: the development of the State of Minnesota from its railroad system, etc. When I listened to our honored citizen, Gov. Ramsey, and when I looked around and saw Mr. Rice and Captain Blakeley and our old pioneers who came here in the hey-day of their manhood, when I was a boy, I felt, gentlemen, that you had called upon the wrong man. (Cries of "No! No! No!") I am sure that any words of mine would be altogether superfluous. A great many of you were here before I came. I am surprised to find how many men there are here who can speak for themselves in this matter. It would be comparatively an easy thing to speak if I were addressing strangers, but I have got to speak by the *carte* when I am speaking here. However, I will say this. In 1862 the first ten miles of road were completed in the State of Minnesota; to-day you have over 4,000 miles of railway in the state,—one mile for every 250 inhabitants; and I say to you that it is all that any 250 people can support.



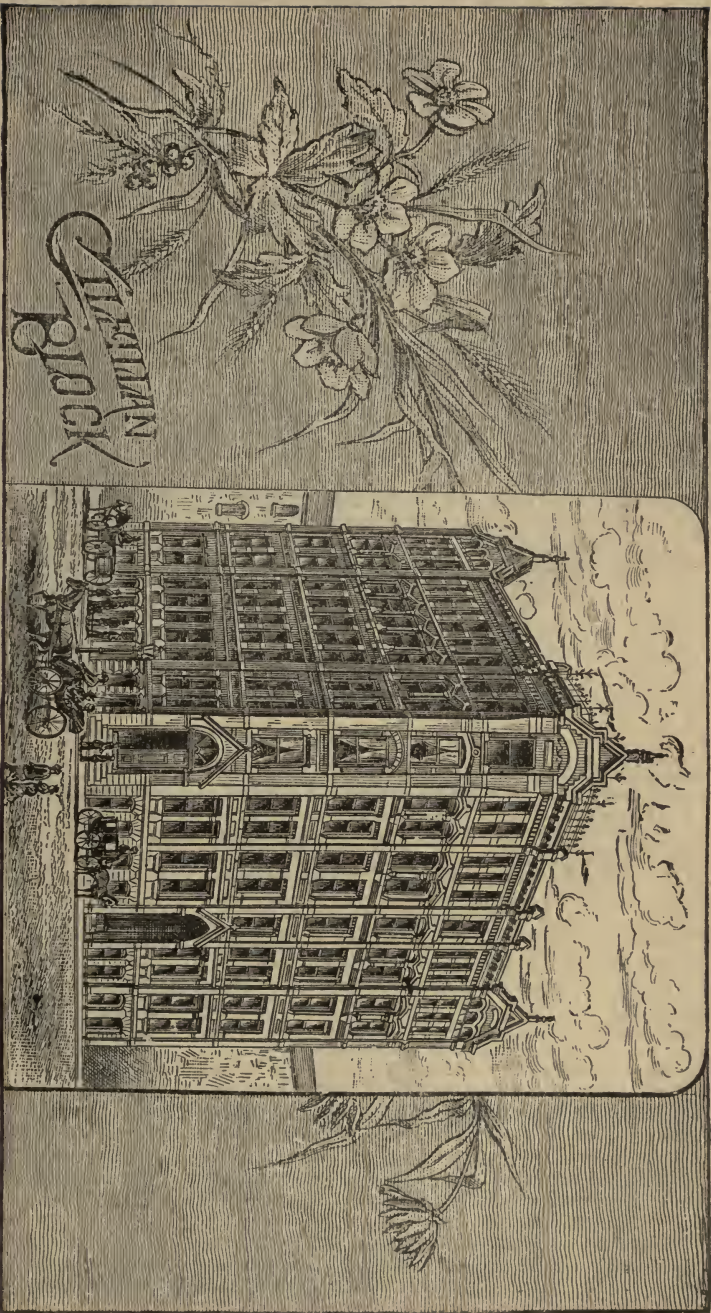
THE WINDSOR, CORNER ST. PETER AND FIFTH STREETS.

Thirteen years ago, I first visited the northern part of the State of Minnesota, and I had to make my trip—not because of the climate, but because there was no other means of traveling,—with three dogs. They carried my little bedding and “grub sack” (as they call it on the frontier) 360 miles. That was thirteen years ago. On Saturday last I came over the same ground, and it was almost an unbroken wheat field. In one place I traveled, in a distance of 22 miles, through 120 square miles of wheat, with only one-half section that was not cultivated. (Applause.)

Now all these things are brought by the construction of the railroad. Before a railroad was ever thought of, and a great many centuries before, you had 1,532 miles of navigable water; and it was used as best it could be. Towns grew up, but nobody ever thought of building a town unless it was situated on a navigable stream or at the head of navigation; but when the railroads were constructed the prairies were developed and the territories of the interior were opened up and they could build their cities and towns on the plains as well as elsewhere. I do not desire to go on and take your time, at this late hour, to tell what has been done by the railways in the State of Minnesota; for me to do so would be to recite the history of St. Paul, Minneapolis, and every town, village and hamlet in the state, and it would be too long a story.

Gentlemen, I am glad, as I said before, to have the privilege of meeting you all here, I am glad to be with you and to join you in celebrating this occasion; and I ask everyone to join with me in wishing in the future the present Manager, and the present Board of Directors of the Northern Pacific railway, all the encouragement and all the success that they deserve. (Applause.)

At about midnight the cry “All aboard,” warned the participants in this elegant and remarkable meeting that it was time to leave the festiye hall. Four monster trains, forming sections of the grand railroad procession, received their distinguished passengers and rolled away into the night, destined to achieve the most remarkable trip ever planned by man. Besides the prominent guests from England and Germany before enumerated, there were among the passengers, nine governors of states and territories, and four ex-governors; ten United States senators and three ex-senators; twenty-six congressmen and two ex-congressmen; nine generals of the army, and several other distinguished officers; fifty representative journalists; twenty-five eminent railroad men, and scores of the brainiest and most successful men in other walks in life in the country.



GILFILLAN Block

GILFILLAN'S BLOCK, CORNER OF JACKSON AND FOURTH STREETS.

This is the handsomest block, not only in St. Paul but in the whole northwest, having few equals even in the largest eastern cities. It has frontages of 90 feet on both Jackson and Fourth Streets, and a height of 92 feet from sidewalk to eaves, while the highest pinnacle reaches to an altitude of 105 feet. The Bank of Minnesota, one of the most substantial financial institutions of the state, occupies spacious quarters in the corner of the edifice, and the remainder of the great building is used as offices, yielding an annual rental of about \$25,000.

St. Paul, The Northwestern Metropolis.

IT certainly did not require any phenomenal gift of foresight to predict for St. Paul the grand commercial importance it has acquired, even from a date so remote as that when Hon. William Henry Seward predicted it,—1860. The immense resources of the great Northwest were known and speculated upon as early as the beginning of this century. So vast a domain would certainly require one grand center, and nature had surely decreed that it should be located at the head of navigation on the Mississippi River, the largest artery of commercial operations in the world. Its location in relation to the river makes it also the natural terminus for railways, by which the products of the most fertile country in the world are transported, to be exchanged for the wares of the metropolitan merchants.

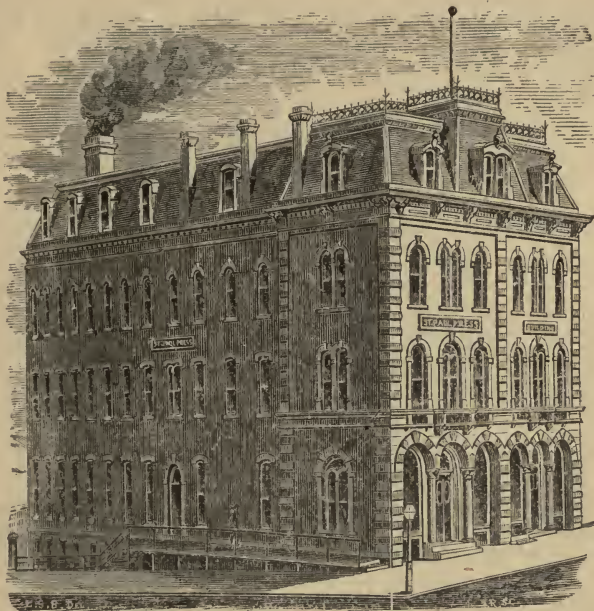
The garden is now open and the gateway is located. Wonderful as has been the advance made in the past three years, it is certain to be multiplied many fold in the next decade. The broad fields of Northern Minnesota and Dakota are not yet one-tenth tilled—the development of the iron mines of North Minnesota and the search for the precious metals hidden in Montana, have scarcely commenced, while millions of acres of beef-producing lands lie ungrazed in the latter territory. There is no reason known at the present time to prevent St. Paul from overshadowing Chicago in five years.

THE SITE OF ST. PAUL

combines great natural beauty with peculiar adaptation to the requirements of a large city. At this point there is a depression in the high bluffs which border the Mississippi. Within lies a great basin with a gentle ascent on two sides to the breezy summits of the surrounding hills. This basin is marked out by nature for the business part of the city. Its lowest portion is occupied by blocks of huge buildings devoted to the wholesale trade established here. The upper portion, nearer the foot of the steeper ascents, is devoted chiefly to retail houses, while residences climb the heights, and line the streets which stretch for miles along the plateaus extending back from the summits of the circling bluffs. The hill additions are the favorite sites for private buildings, and along the summit of that which overlooks the Mississippi River are miles of stately homes making it one of the most beautiful avenues in the world. One charm of St. Paul for visitor and resident alike is the entire absence of the tame and wearying flatness which marks so many of the cities of the west.

The city of St. Paul has long enjoyed an enviable reputation as a health resort. Favored in common with other parts of Minnesota, with a climate of exceptional salubrity, it has peculiar features of situation and topography that distinguish it as a naturally healthful city. Its elevated site and diversified surface make the construction of sewers an easy matter, and our already creditable system is being constantly extended. The city has been, during the entire period of its existence, perfectly free from all epidemics and extraordinary diseases.

The following tables show that St. Paul ranks among the healthiest cities in the world. The official report of the death rate for seventeen years, furnished by Dr. Henry F. Hoyt, Health Officer, and the populations taken from



PIONEER PRESS BUILDING, CORNER THIRD AND MINNESOTA STREETS.

the United States census in 1870 and 1880, the State census of 1875, and from the school census and directory census for other years, shows as follows:

DEATH RATE OF ST. PAUL FROM 1867 TO 1883.

Year.	Population.	No. deaths.	Rate.	Year.	Population.	No. deaths.	Rate.
1867	15,000	191	12.70	1876	35,000	455	13.00
1868	16,500	250	15.15	1877	36,600	429	11.72
1869	18,000	289	16.05	1878	38,200	447	11.70
1870	20,300	358	17.60	1879	39,800	513	12.88
1871	23,000	298	12.91	1880	41,498	646	15.56
1872	28,000	660	23.57	1881	50,900	1,048	20.52
1873	29,100	533	18.03	1882	75,835	1,222	16.11
1874	31,000	564	18.19	1883	100,000	1,165	11.65
1875	33,300	448	13.41				

The high rates of 1881-2 were occasioned by typhoid fever and diphtheria and a neglect of sanitary precautions, and the lower rate of 1883 by increased sanitary precautions and a more thorough cleansing of the city, resulting in the improved health of the city, the four months of July, August, September and October, 1883, showing only 499 deaths against 608 during the same months of 1882, whereas the increase of 33 per cent. in the population should have shown 802 deaths in 1883 instead of 499.

Applying the same rate of improvement to November and December, the deaths for 1883 are set down at 1,165 and St. Paul's death rate for the year at 11.65.

Compared to other cities, the rank of St. Paul appears by the following table :

AVERAGE DEATH RATE OF AMERICAN CITIES FOR THE YEAR 1877.

Baltimore.....	21.25	New York.....	24.36
Boston.....	20.43	Patterson.....	24.28
Brooklyn.....	21.61	Petersburgh.....	24.40
Buffalo.....	10.43	Philadelphia.....	19.02
Charleston.....	24.34	Pittsburg.....	23.87
Chicago.....	18.24	Providence.....	18.81
Cincinnati.....	17.81	Reading.....	22.50
Dayton.....	12.29	Richmond.....	21.93
Detroit.....	14.00	Rochester.....	18.41
Elmira.....	14.53	San Francisco.....	19.86
Erie.....	13.71	Selma.....	19.62
Knoxville.....	14.72	St. Louis.....	11.69
Memphis.....	26.06	ST. PAUL.....	11.72
Mobile.....	24.14	Syracuse.....	13.20
Milwaukee.....	16.84	Toledo.....	13.54
Nashville.....	29.87	Washington.....	24.39
Newark.....	23.17	Wheeling.....	16.78
New Haven.....	19.66	Yonkers.....	17.81
New Orleans.....	34.83	The world's average.....	22

Compared with country districts and older countries, where sanitary precautions are applied under a well regulated system far in advance of American cities, St. Paul still maintains the highest rank as the following figures show :

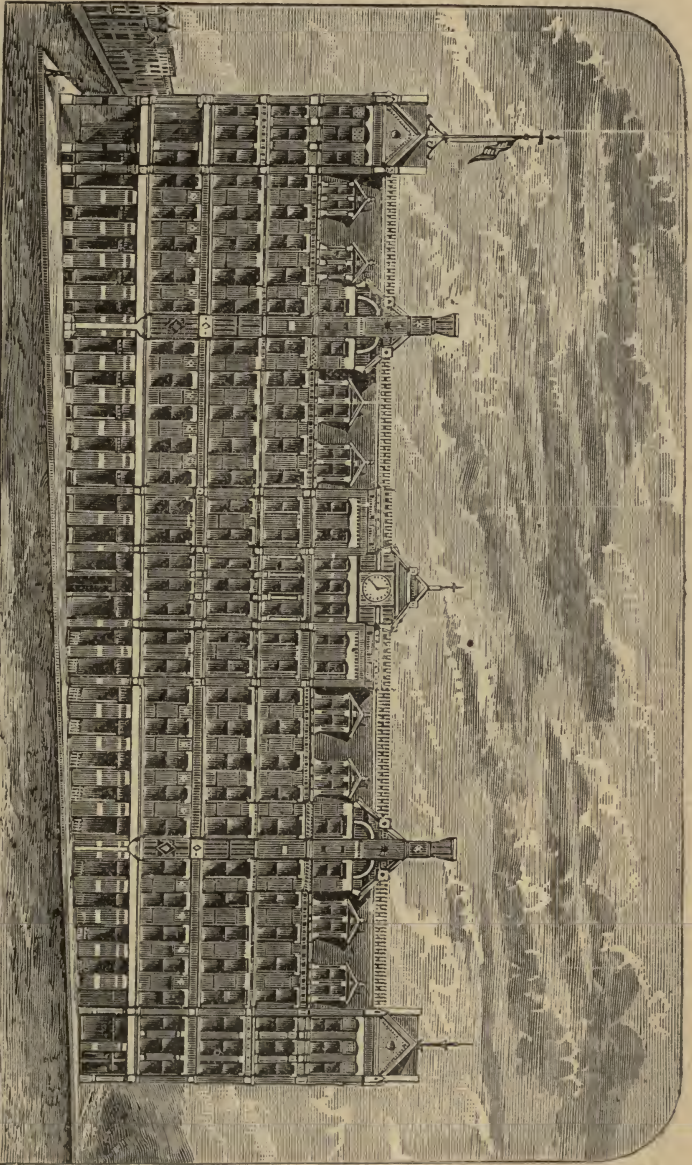
Fifty-one healthy districts in England, 34 years—from 1838 to 1871.....	17.00
England and Wales.....	22.00
Liverpool.....	37.00
Prussia.....	21.00
Italy.....	30.02
Sweden.....	20.03
France.....	24.02
Average death rate the world over.....	22.00

MINNESOTA, 1882, population, 900,000; number of deaths, 12,398; (official,) rate per 1,000.....13.77

Death rates increase with the density of population as (see England and Wales, 22; Liverpool, 37;) St. Paul's death rate should be naturally higher now with 100,000 population than in 1867-8, with 15,000 or 16,000, but it is lower. It should be higher in 1883 than in 1881 and 1882, whereas the official figures above show it has decreased from 20.52 per 1,000 and 16.78 per 1,000 to 11.65, showing it to be the healthiest city of 100,000 population in the world.

The diseases causing the 85 deaths in October are reported by Dr. Hoyt as apoplexy, 1; cystitis, 1; cancer, 2; cancer in breast, 1; cancer in liver, 1; catarrh of intesti, 1; cholera infantum, 3; consumption, 5; convulsions, 2; croup, 1; cinosis, 1; diarrhoea, 1; diphtheria, 11; dysentery, 1; enteritis, 3; scarlet fever, 1; typhoid fever, 5; heart disease, 4; hydrocephalus, 4; inanition, 3; inflammation of brain, 4; inflammation brouchi, 3; inflammation larynx, 2; inflammation lungs, 4; inflammation peritonem, 2; inflammation pleura, 1; maramsus, 3; paralysis, 1; pyemia, 1; pyemia pulmon, 1; rheumatism, 1; rachitis, 1; tuter-culosis, 1; tyhoid pulmo, 1; unknown, 1.

The five deaths from consumption should be explained by saying that St. Paul and this State are a great resort for persons in the incipient stages of consumption, for which the climate is almost a specific, while many come too late, in the last stages of the disease, only to add an increased figure to our death rates.



AUERBACH, FINCH & VAN SLYCK'S ESTABLISHMENT, CORNERS OF FOURTH, SIBLEY AND FIFTH STREETS.

This immense building has a frontage of 300 feet on Sibley Street and 75 feet on both Fourth and Fifth Streets. It is six stories above the basement and is of very ornamental design. There are but very few more extensive dry goods concerns west of New York, the house doing an annual business of several million dollars, and employing about our hundred and fifty persons in its operation and manufacturing departments. The firm imports all of its foreign goods, and has a trade covering an immense area.

Growth in Population.

ST. PAUL'S growth in population has been decidedly erratic. During the year 1838, when Parrant began to make the history of the town, there were but three white persons within the present corporate limits. It required no less than nine years' time—or until 1847—to bring the population up to fifty souls. Within two years, or in 1849, there was a "boom" for the new trading post, and the number of people increased to 400. Then came ten years of remarkable development, and St. Paul found itself quite a metropolis in 1860, with a population of 10,600. The five years following were unpropitious, and the population in that time (1865) had increased only 2,610, bringing the number up to 13,210. Three years of rapid growth followed, and in 1868 the city numbered 20,118 population. From that time until the close of 1870 there was a decided lull in the affairs of St. Paul, as the increase in inhabitants was only about 2,000. The succeeding ten years witnessed a steady, solid development, and the year 1880 was ushered in with an estimated population of 40,000. The census of that year demonstrated that the citizens of St. Paul were not given to exaggeration, for the actual returns gave the official count at 41,498.

PHENOMENAL GROWTH.

From that year, 1880, dates a phenomenal growth; an increase in population never equaled by any American city of equal size. The figures given are not mere estimates or guess work, but are the result of actual count or canvass on the part of the publishers of the city directory and the postoffice department. To state it briefly and simply, the population of St. Paul has considerably more than doubled within three years, as is proven by the fact that the city directory of 1880, when the United States census placed the number of inhabitants at 41,498, contained 16,399 names, while the directory for 1883 contains 35,351 names, or an increase of 18,952 within the specified three years. This remarkable growth can only be appreciated when comparisons with the growth of other cities is given in illustration:

PRESENT POPULATION AND COMPARISONS.

As before stated, the number of names in the St. Paul directory for 1883 is 35,351. In estimating population upon the basis of names in the business directory, Chicago, Cincinnati, Cleveland, Buffalo and Kansas City use the multiple $3\frac{1}{2}$, which, applied to St. Paul would give a population of 123,728. Milwaukee, Indianapolis, Toledo, Denver and other cities generally use the multiple 3, which would give a population of 106,053. Indeed, estimating by the very lowest and most conservative standard, $2\frac{1}{2}$, and St. Paul is assured of 88,378 inhabitants, or an equal number with Indianapolis and over one-third more than Kansas City. However, the increase in names in the city directory within the past year, is most surprising, when comparisons are made with other cities and the difference in size of the respective places is taken into consideration. For instance, the increase in names in the Chicago directory for 1883 over 1882 is but 3,450, while that of St. Paul's is 5,017. Toledo shows an increase of but 2,145 names, and Milwaukee (which claims to be growing fast) only 4,459. In other words, St. Paul is the most rapidly-growing city on the continent to-day, having actually added more persons to its population the past year than has Chicago.



LINDEKES, WARNER & SCHURMEIER'S BLOCK, COR. OF FOURTH AND SIBLEY STS.

A massive structure of red brick with stone trimmings, occupying 100x130 feet and having four stories and two basements. The firm engages in its wholesale dry goods and manufacturing lines, eighty-three men and about three hundred girls. The business aggregates millions of dollars annually, extending over a vast territory. They have very advantageous connections with foreign markets.

THE FIGURES.

Herewith is presented a tabulated statement of the yearly growth of St. Paul's population.

YEAR.	INHABITANTS.	YEAR.	INHABITANTS.
1838.....	3	1871.....	24,200
1847.....	50	1872.....	25,500
1849.....	400	1873.....	27,023
1850*.....	840	1875.....	33,178
1855.....	4,400	1880*.....	41,498
1857.....	9,973	1881.....	50,900
1860.....	10,600	1882.....	75,835
1865.....	13,210	1883.....	†123,728
1870*.....	20,300	1883.....	†106,053
		1883.....	**88,378

* United States Census.
 P Using Chicago multiple, 3½.
 † Using Milwaukee multiple, 3.
 ** Using multiple 2½.

VALUATION OF CITY PROPERTY.

The increase of wealth in St. Paul has kept pace with its surprising strides in population. The assessed valuation of real and personal property in 1880 was, for personal property, \$8,827,753; real estate, \$21,040,634. In 1882 the personal property had advanced to \$10,040,538, while the real estate was assessed at \$30,454,499. For the present year the personal property valuation will reach \$15,000,000 and real estate \$45,000,000. These valuations, of course, are given upon the assessor's scale, which, on the average, rates all classes of property at less than one-half its real cash value. In round numbers it may be given that the actual wealth of St. Paul exceeds \$150,000,000.

In this connection it should be stated that the fact of low assessment of property, especially realty, is proof that taxation is comparatively light.

Railroad and Water Systems.

ST. PAUL is the acknowledged railway center of the Northwestern system. Nine great railway corporations make this city their headquarters and chief terminal point, or a principal terminus. One hundred and fifty-five passenger trains run in and out of the St. Paul Union Depot daily. Of the great railway centers of the country, New York is the chief for the Eastern system, Chicago for the Central Western, Cincinnati for the Southern, St. Louis for the Southwestern, and St. Paul for the Northwestern. In actual importance as a railway center, St. Paul now ranks third, Chicago and New York alone leading. St. Paul has achieved this importance during the construction of the Northern Pacific; and with that system perfected and completed the future railway development of the city can scarcely be estimated. The present railway system makes directly tributary to St. Paul the entire northern half of Wisconsin, with its lumber product of over 2,000,000,000 feet annually, and the now developing mineral resources of that region; the commerce of the great lakes that centers at Duluth; the agricultural and other products of Southern Dakota, Minnesota and Northern Iowa; the forests and mines of Northern Minnesota; the vast and varied productions and resources of Manitoba; and the present and prospective development of Dakota, Montana, Idaho, Oregon, Washington Territory and Alaska. A field such as neither New York nor Chicago ever dreamed of monopolizing as the chief financial and commercial center. This railway development is practically the result of about ten year's labor; for, in 1873, the Northern Pacific was as much a failure as it now is a success.

It is only by considering in order the railroads which diverge from St. Paul like the spokes of an enormous wheel, that an adequate idea of their vast reach and their importance as outlets for the whole Northwest can be obtained. On the North and Northeast, two separate systems run directly to points upon Lake Superior, thus furnishing connection with the water transportation of the chain of the Great Lakes. The St. Paul & Duluth, connecting St. Paul with Duluth, at the head of Lake Superior, runs a direct line of 155 miles, and forms the last link in the northern water route to the Atlantic seaboard. The North Wisconsin division of the Chicago, St. Paul, Minneapolis & Omaha connects St. Paul with Ashland and Bayfield on Lake Superior and doubles the facilities for reaching the east and west line of water transportation for the continent.



ALLEN, MOON & CO.'S WHOLESALE GROCERY HOUSE, CORNER THIRD
AND SIBLEY STREETS.

This is a handsome yellow brick block, 75x125 feet, having five spacious stories. It is one of the leading houses in its line and does a very large business throughout the northwest.

Turning a little further to the east and south upon the circumference of the circle, the through connections with Chicago and the East are reached. The northernmost of these trunk lines is the Chicago & Northwestern, and the Chicago, St. Paul, Minneapolis & Omaha, forming one line under one management between Chicago and St. Paul. The Omaha operates 1,149 miles of road. The Chicago, Milwaukee & St. Paul, the enormous system which controls and operates over 4,509 miles of road, has two independent lines from St. Paul to Milwaukee; the one known as the River division, following the Mississippi to La Crosse, and thence running east across Wisconsin; the other, known as the Iowa and Minnesota division, striking south through Southern Minnesota and Northeastern Iowa, then turning eastward to the same objective point, Milwaukee, whence Chicago is reached over a common track. Still farther to the south, the Rock Island road pierces, and enters St. Paul over the track of the Minneapolis & St. Louis. These great through lines join St. Paul directly by rail with the systems terminating at the principal points upon the Atlantic seaboard. Besides the Southern connections for St. Louis that are a part of the

Rock Island and the Chicago, Milwaukee & St. Paul, there are the through lines of the Minneapolis & St. Louis, the Chicago, Burlington & Quincy, and the Burlington, Cedar Rapids & Northern, tapping the South and Southwest, and putting St. Paul in communication with all the principal railroad centers of that region. To these must be added, on the Southwest, the St. Paul & Sioux City, a part of the Chicago, St. Paul, Minneapolis & Omaha system, penetrating to Omaha and connecting with the central transcontinental route, and the Hastings and Dakota division of the Chicago, Milwaukee & St. Paul, which lays tributary the whole of Southern and Central Dakota.

Important as is the system already outlined, it is the connections on the North and Northwest that deserve especial notice, both because of the immense extent of territory which they reach, and because they bring the resources of this territory directly to St. Paul, which is their terminal point. First of these stands the Northern Pacific, the greatest railroad enterprise of the age, uniting the city of St. Paul with Portland and Tacoma, and completing the long-projected northern line across the continent. The main line is 1,911 miles in length. Branch lines in Oregon, Washington, Minnesota, Dakota and Montana, completed or under construction, aggregate a length of 2,000 miles, making a system of not far from 4,000 miles of trunk lines. To St. Paul, as the eastern terminus, belongs the commerce of the vast region thus made accessible, and here will be the connecting point for the through traffic from ocean to ocean.

Second to this in length, though scarcely in commercial importance, is the system of the St. Paul, Minneapolis & Manitoba, with about 1,500 miles in operation and 70 miles under construction. From St. Paul one of its lines runs in a northwesterly direction to Breckenridge and thence to the boundary of Manitoba, and another by way of Fergus Falls to St. Vincent, where it connects with the Canadian Pacific. Numerous branches on the East and West sides of these lines penetrate the rapidly developing country of the Northwest. This road is the outlet of the Red River Valley, and the vast extent of fertile territory which it drains, and connections with the Canadian Pacific give it a prominent place, not only in the railroad system of Minnesota and Dakota, but also in that of the whole nation.

Of the lines which have been mentioned, the Northern Pacific, the St. Paul, Minneapolis & Manitoba, the Chicago, St. Paul, Minneapolis & Omaha, and the St. Paul & Duluth, make this city their terminal headquarters; and the three first named have erected here commodious and substantial buildings for their general offices. The local improvements made in St. Paul during the last year by the railroads aggregate \$830,000. Most important, however, with a view to the future of the city, is the purchase of large tracts of land, aggregating about four hundred acres, in the northern part of St. Paul, by the Northern Pacific road for its terminal passenger and freight depots; shops, cattle yards, etc., and to afford transfer facilities with its Eastern connections on a scale co-extensive with the anticipated magnitude of transcontinental traffic. The new stock yards are intended to accommodate the cattle trade with Montana, which promises to make St. Paul one of the chief cattle markets of the Union. The importance of St. Paul as a railroad center may be partly measured by the following business statistics of the Union Depot: Number of passenger trains arriving and departing daily, 155; number of pieces of baggage handled per day, 3,500; estimated average number of passengers arriving and departing daily, 14,000. Seventeen tons of United States mail are handled daily from incoming and outgoing trains, and 200 freight cars per day are transferred in the yards of the Union Depot. But the railroad transfer business of St. Paul is chiefly done at the halfway transfer station, where nearly all the East and West lines connect for that purpose. The amount of freight received and shipped at and from St. Paul for the year ended June 30, 1883 (not through freight), was 2,291,407 tons.



P. H. KELLY MERCANTILE CO. BLOCK, CORNER THIRD AND SIBLEY STREETS.

This great grocery company occupy a five story building 150x125 feet. There are one hundred and ten men employed and the annual sales are enormous. This building is in the same block as the Union Depot.

Local improvements by various roads during 1882, cost: Northern Pacific, \$250,000; St. Paul, Minneapolis & Manitoba, \$484,500; St. Paul & Omaha, \$71,000; St. Paul & Duluth, \$12,500; Union depot, \$12,000. Total, \$830,000.

The number of miles of railway constructed in the United States during 1882 was 11,000, of which 2,400 miles, or more than one-fifth is credited to the system centering in St. Paul. The cost of the building and equipment of the 2,400 miles of railway added to the St. Paul system in 1882, estimated at \$25,000 per mile, gives a total expenditure of \$60,000 000. This amount of building will be quite equaled this year. Just now there is a hot contest on the part of several Eastern and Southern railway corporations to be first to extend their lines into St. Paul, and it is about certain that five new roads will run in here next year. They are the Wisconsin Central, the St. Paul & Eastern Grand Trunk, the Green Bay, Winona & St. Paul, the Cannon Valley, and an entirely new and direct route from Chicago to St. Paul. Not less than fourteen distinct railway corporations will make St. Paul a principal terminus before the close of 1885.

WATER COMMUNICATION.

While dwelling upon the network of railways which intersect each other at St. Paul, the line of communication which nature has furnished, and which first gave the city a local habitation and a name, must not be forgotten. Secondary in importance though river be to rail, it first connected the people of St. Paul with the outside world, it remains the route for cheap transportation of bulky commodities, by competition regulates traffic rates, and it is destined to rise to greater influence in the future, when plans of improvement now contemplated or actually under way shall have been carried out. From St. Paul the Mississippi flows uninterrupted to the Gulf. The system of East and West water transportation on the North is met by the system of North and South transportation at its doors, and no small portion of the products of the Northwest will find their way down the river to the sea. The carriage of grain by barges has already become a great industry. The United States has begun a system of reservoirs on the head waters of the Mississippi, the object of which is to store up water during the season of abundant rains and of high water on the lower river, and to release it when the period of low water begins, thus securing a channel deep enough to admit of continuous navigation to St. Paul at any season of the year. One of these reservoirs is already approaching completion and others are under way. If they accomplish the results which those best skilled in engineering science predict, the Upper Mississippi will be as valuable to commerce as the lower portion of the great stream. Boats of heavy draught can come and go at stated times without fear of low water, and the barge system for transporting wheat, the practicability of which has been already demonstrated, will be used to convey the product of the fields of the Northwest down the river to where ocean steamers await it at the Gulf. There is little doubt that the time will come when to be situated at the head of navigation will mean as much as it did in the days of early settlement. It is claimed that the feasibility of an all-water route from St. Paul to Europe has been sufficiently demonstrated, and only needs development to make it a settled and important feature of American foreign commerce. At the present time there are fifteen or sixteen steamboats plying regularly to St. Paul from Southern river points and from points on the St. Croix River. Business is constantly increasing on the river route, the freighting of 1882 exceeding that of 1881 by 3,614 tons, and the passenger business of 1882 exceeding that of the previous year by 40 per cent. There were during 1882, 158 arrivals of steamboats, and the business this season is fully up to that standard.

* St. Paul's Wholesale Business. *



T. PAUL'S reputation as a commercial center is absolutely fixed at the head of all Northwestern competitors. The special pride of the city is its wholesale business. For a time in the early history of the town, persons in trade both wholesaled and retailed, and it was not until 1856 that the first distinctly wholesale grocery house was established by Mr. Bruno Beaufre. In 1859, P. F. McQuillan & Co. organized a wholesale grocery house, and the same year William Lee established his jobbing house in dry goods. The great dry goods house of Auerbach, Finch & Van Slyck had its origin in the house of Justice & Forepaugh, established in 1856. The real development of the wholesale trade of St. Paul, however, dates from the close of the war of the

rebellion in 1865. At that time there were but a few houses in business, and a trade of \$100,000 a year was considered a marvel of success. From that time the wholesale business developed rapidly, and in 1870 the sales amounted to \$9,813,000. In 1878 the volume of business had increased to \$31,939,500, and St. Paul was acknowledged to be a formidable rival to St. Louis, Chicago and Milwaukee for the trade of the Northwest. In 1881 the sales aggregated \$46,555,999, and at the close of 1882 it was found that St. Paul contained no less than 276 first-class wholesale houses, 54 of which each did a business ranging from \$100,000 to \$250,000 annually; 40 ranging from \$250,000 to \$500,000; 10 from \$500,000 to \$1,000,000; 4 from \$1,000,000 to \$2,000,000; and 6 aggregating \$19,466,334 during the year. The volume of business in 1882 aggregated the magnificent total of \$66,628,494, surpassing that of 1881 by \$20,072,495. The grocery trade alone increased \$7,133,000, and the sales of lumber more than doubled. There was a heavy increase in hardware sales, exceeding that of 1881 by nearly \$2,000,000. Grain and commission business also gained \$1,500,000 over the preceding year, and the dry goods trade showed up \$1,000,000 better than in 1881. The employes in the wholesale lines number 4,684, an increase of nearly 100 per cent. over the year before.

COMPARISONS OF 1882 WITH 1881.

KIND OF BUSINESS.	Number Establishments.	Number of em- ployes.	1882.	Increase over 1881.
			Amount of sales.	
Agricultural implements.....	8	72	\$1,910,000	\$440,000
Beer.....	14	70	1,088,154	263,656
Blank books, paper.....	7	93	1,236,056	386,056
Boots and shoes.....	3	72	2,825,000	321,722
Cigars and tobacco.....	14	40	650,300	14,382
Clothing.....	2	46	800,000	.....
Coffee, tea, spices, etc.....	6	49	692,000	150,000
Crockery, and Glassware.....	3	57	474,000	6,000
Confectionery, fruit, etc.....	7	137	1,471,250	816,250
Drugs, paints and oils.....	4	124	1,760,000	215,000
Dry goods, and notions.....	12	368	9,144,500	1,000,500
Fuel and pig iron.....	3	135	2,888,334	831,757
Furniture.....	4	44	455,000	280,000
Grain, flour and commission.....	43	82	5,875,736	1,468,264
Groceries.....	9	385	13,533,000	7,183,000
Guns and sporting goods.....	2	8	150,000	60,900
Hardware, stoves and heavy iron.....	16	248	3,982,940	1,677,940
Hats, caps and furs.....	4	57	1,175,000	415,000
Hides and furs.....	5	26	800,000	200,000
Leather, saddlery.....	2	21	626,000	*208,374
Lumber.....	17	1,525	3,439,622	2,091,622
Live stock.....	9	51	2,492,144	*432,856
Machinery and mill supplies.....	7	116	1,982,200	363,512
Musical instruments.....	5	66	429,000	319,000
Provisions.....	7	60	1,209,000	1,023,000
Sash, doors and blinds.....	5	176	692,000	342,000
Trunks and valises.....	2	30	200,000	75,000
Wines and liquors.....	16	100	2,331,484	251,484
Miscellaneous.....	40	426	3,002,148	*504,540
Total.....	276	4,684	\$66,628,494	\$20,072,495

* Decrease.

[Miscellaneous includes billiard tables, brooms, brewers' supplies, bricks, fish, junk, jewelry, lime and cement, oysters, papers and periodicals, printing materials, rubber goods, steam heating, seeds, upholstery, undertakers, vinegar, wagons and carriages.]

Great as was the increase of 1882 over 1881, it will be greatly exceeded by that of 1883 over 1882. The writer has ascertained, through interviews with a large majority of the wholesalers, that the actual sales of goods for the first nine months of this year—to October 1st—amount to an average rate of increase of at least twenty-five per cent, giving over thirty per cent, for the year, making for the old concerns \$86,617,041, while the acquisition of new houses in almost every line of trade, will swell the grand total to an amount much over \$90,000,000.

Through the courtesy of the mercantile agency of Messrs. R. G. Dun & Co. we are enabled to give the following interesting and thoroughly reliable figures: In 1879 their reference book showed that there were 570 business houses in St. Paul, including, of course, wholesale and retail: On September 1st, 1881, the books showed 1,030 houses, and in October of this year—1883—1,825, an increase in two years of 1,225 business concerns! Taking the minimum of capital we have the following astounding result:

5 houses, responsibility over.....	\$1,000,000	\$5,000,000
6 " " " "	750,000	4,500,000
17 " " " "	500,000	8,500,000
33 " " " "	300,000	9,900,000
51 " " " "	200,000	10,200,000
70 " " " "	125,000	8,750,000
107 " " " "	75,000	8,025,000
162 " " " "	40,000	6,480,000
268 " " " "	20,000	5,360,000
405 " " " "	10,000	4,050,000
545 " " " "	5,000	2,725,000
		\$73,490,000

The above include only home concerns and no foreign ones that have branches in St. Paul.

IMPORTATIONS.

Over fifty firms in St. Paul are importing heavily, as goods bought at foreign points and brought in bond to this city can be sold much cheaper throughout the Northwest than those breaking bulk at New York or Chicago. The receipts of customs show most significantly the rates of increase of business.

The following table shows the increase for three years:

MONTHS.	1881.	1882.	1883.
	Total from all sources.	Total from all sources.	Total from all sources.
January.....	\$1,711 90	\$2,009 37	\$3,631 36
February.....	3,847 55	4,022 65	7,337 41
March.....	1,126 96	2,740 60	6,070 21
April.....	2,471 37	3,312 49	2,500 31
May.....	3,570 65	1,442 17	4,972 57
June.....	2,324 67	3,468 68	3,782 74
July.....	4,466 53	2,843 75	8,520 75
August.....	1,257 20	7,792 96	7,951 28
September.....	3,582 26	5,129 09	9,630 86
October.....	754 96	3,434 45	3,333 07
November.....	3,581 78	5,477 50	.....
December.....	2,140 00	3,574 67	.....
Total.....	\$31,835 83	\$45,247 78	\$57,730 56



MAXFIELD & SEABURY, WHOLESALE GROCERS, CORNER OF THIRD AND SIBLEY STREETS.

A very solid and handsome granite block 94x150 feet, the firm occupying 64 feet of the Third Street frontage, and Merrell, Sahlgard & Thwing, wholesale druggists, the remainder. The business done is in advance of many leading grocery houses in larger cities.

The total income from all sources this year will easily reach \$66,000, according to what is already known to be purchased and in bond. Following are receipts for 5 years:

1879.....	\$11,821.56.
1880.....	16,789.63.
1881.....	31,835.83.
1882.....	45,247.78.
1883.....	66,000.00.

Among the goods imported through our custom house this year were 500,000 pounds of tea on which there is no duty. St. Paul is now, with the opening of the Northern Pacific Railroad, destined to become the great primary tea market, and the largest tea depot on the continent.

* Manufactures. *

ST. PAUL'S reputation as a financial and commercial center has been so pronounced as to convey the impression that it was not in any sense a manufacturing city. The average citizen, indeed, rather disclaims greatness for the town in this direction, and yet the facts prove that St. Paul's manufacturing industries have not only kept pace with financial and commercial lines, but have actually exceeded in growth the very interests the city is wont to boast of. The development of St. Paul's manufacturing lines during the past ten or twelve years have been really phenomenal. In 1870 there were but eighty-eight manufacturing concerns within the corporate limits, employing 985 persons and turning out \$1,611,378 worth of products annually; yet the close of 1882 showed 694 concerns, 12,267 employes, and a yearly product of \$22,390,589. It will thus be seen that the ratio of increase in manufactures has been fully equal to that of other developments.

KIND OF BUSINESS.	Number of es- tablishments.	Number of Employes.	Value prod- ucts, 1882.
Agricultural implements.....	2	380	\$864,000
Awnings and tents.....	3	45	136,000
Boots and shoes.....	21	383	823,877
Bookbinding.....	6	85	85,877
Brooms and brushes.....	6	42	55,250
Brewers, malters and bottlers.....	18	180	807,856
Blacksmiths and wheelwrights.....	15	67	46,900
Bricks and tile.....	9	203	158,900
Cigars.....	30	489	772,000
Contractors and builders.....	126	3,382	4,159,860
Clothing.....	75	1,139	1,781,166
Coffees, spices and baking powders.....	6	119	793,104
Crackers and bakery products.....	22	238	800,500
Confectionery.....	9	75	266,000
Drugs, chemicals and oils.....	13	68	328,900
Furs.....	6	137	222,300
Furniture and upholstery.....	24	253	504,000
Flour and grist milling.....	7	85	1,447,000
Gunsmithing.....	3	20	22,500
Harness and saddlery.....	15	119	226,920
Iron—architectural.....	2	61	109,450
Jewelry and watchmaking.....	2	10	18,000
Millinery and lace goods.....	17	71	87,330
Marble and stone cutting.....	14	124	125,000
Mineral waters.....	4	24	24,000
Machine shops, foundries and boiler works.....	15	398	646,960
Printing and publishing.....	38	1,064	1,404,480
Photography.....	11	36	59,640
Railroad repairs and car making.....	3	1,256	1,345,209
Sash, doors, boxes and planing mills.....	14	425	499,500
Slaughtering and meat packing.....	60	240	1,440,000
Tin, hardware and stoves.....	14	122	217,820
Trunks and valises.....	2	106	150,000
Type foundries.....	2	32	275,000
Wagons and carriages.....	22	330	594,000
Miscellaneous.....	58	459	1,086,400
Total.....	694	12,267	\$22,390,589

The increase in the number and variety of manufacturing establishments known to be remarkably large but the display made in the procession of the 3d of September, was a great surprise to the best informed residents of St. Paul, so many new industries, the existence of which was unknown to them, were presented. In the following table the estimate for 1883 is very conservative:

STATISTICS OF MANUFACTURES.

YEAR.	No. Estab- lishments.	No. Employes.	Value of Products.
1870.....	88	985	\$1,611,378
1874.....	216	2,155	3,953,000
1878.....	332	3,117	6,150,000
1880.....	542	6,029	11,606,824
1881.....	667	8,188	15,466,201
1882.....	694	12,267	22,390,589
1883*.....	725	17,000	33,000,000

*Estimated.

A large number of newly projected enterprises which are certain to be established immediately will more than double St. Paul's manufacturing interests.

IRON INTERESTS.

The Minnesota Iron Company, capital \$10,000,000, has located its headquarters in St. Paul. The mines of the company are located at Vermillion Lake, to which point the company is now building a railway, to be completed this season. The Vermillion Lake ores are hard hematite, or the true Bessemer ore. The quality is not surpassed by the best ores of the Michigan peninsular district, while the deposit is supposed to be the largest ever discovered. The business of this great corporation is to be done in this city. The output from the mines will begin August 1, 1884. To quote from a special report to the St. Paul Chamber of Commerce:

The Minnesota Iron Company will be a producer and shipper of iron ore in the summer of 1884, and by the year 1885 will be a very large shipper. In this connection it is proper to state that recent developments in the River Falls district, Wisconsin, have demonstrated the existence there of iron ore in large quantities, which is directly tributary to the city of St. Paul. This ore can be produced at River Falls, Wis., and laid down in the city of St. Paul at a very low price. It is a class of ore eminently fitted and adapted to be run in a furnace in connection with the ores from the Vermillion district, which are of a very high grade, and first-class Bessemer ores. There is no reason why, with the opening up of the River Falls, iron works should not be constructed at St. Paul for the manufacture of Bessemer steel rails and merchant iron.

The St. Paul Foundry Company, which has a capital of over \$1,000,000, has just completed an immense new foundry having a capacity of sixty car wheels and fifty tons of other castings daily. It will employ over 300 men and is by far the largest establishment of the kind west of Chicago. Its equipment will be of the most perfect character.

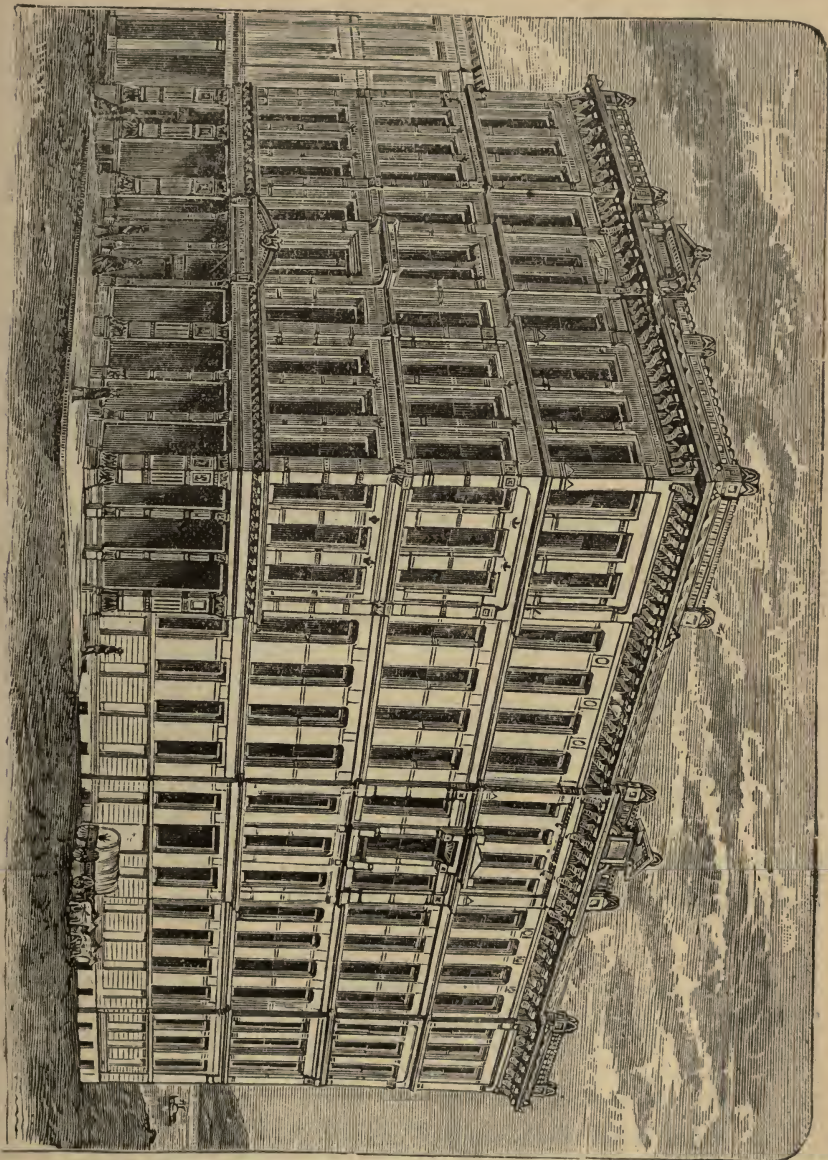


* Banking. *

THE banking capital of the St. Paul National banks in 1882 was \$2,200,000. To-day the capital of the National banks in the city amounts to \$5,570,431; and this sum EXCEEDS BY \$1,402,979 THE COMBINED CAPITAL AND SURPLUS OF ALL OTHER NATIONAL BANKS IN THE ENTIRE STATE OF MINNESOTA. The capital of the State banks in St. Paul is \$700,000, making a grand total, for both State and National banks in this city, of \$6,270,431. This latter sum is nearly \$500,000 in excess of the combined State and National banking capital of all the banks in Minnesota outside of St. Paul; a showing which not only ranks this city as the financial center of the Northwest, but as one of the leading monetary centers of the country. The annual official reports of the various St. Paul banks indicate that all of them are in a sound and flourishing condition.

The capital of our national banks, which was \$2,200,000 in 1882, has been increased to \$4,700,000, with a surplus of \$870,431, making an aggregate of \$5,570,431. *This exceeds by \$1,402,979 the capital stock and surplus of all the other national banks of the State of Minnesota, as appears by the report of the comptroller of the currency for 1882, a table of which, with the capital stock and surplus of each bank, is here added :*

First National Bank of Austin, capital.....	\$50,000 00
Surplus.....	10,000 00
First National Bank of Brainerd, capital.....	50,000 00
Surplus.....	4,000 00
First National Bank of Crookston, capital.....	50,000 00
Surplus.....	2,025 22
Duluth National Bank, capital.....	50,000 00
First National Bank of Faribault, capital.....	50,000 00
Surplus.....	10,000 00
Citizens National Bank of Faribault, capital.....	80,000 00
Surplus.....	11,000 00
First National Bank of Fergus Falls, capital.....	75,000 00
Surplus.....	10,000 00
Fergus Falls National Bank, capital.....	60,000 00
Surplus.....	25,000 00
First National Bank of Glencoe, capital.....	50,000 00
Surplus.....	300 00
First National Bank of Hastings, capital.....	100,000 00
Surplus.....	34,000 00
First National Bank of Kasson, capital.....	50,000 00
Surplus.....	16,000 00
First National Bank of Lake City, capital.....	50,000 00
Surplus.....	16,000 00
First National Bank of Mankato, capital.....	76,000 00
Surplus.....	177 48
Citizens National Bank of Mankato, capital.....	75,000 00
Surplus.....	10,000 00
First National Bank of Minneapolis, capital.....	600,000 00
Surplus.....	65,000 00
Northwestern National Bank of Minneapolis, capital.....	1,000,000 00
Surplus.....	50,000 00
First National Bank of Moorhead, capital.....	60,000 00
Surplus.....	7,900 00
Citizens National Bank of New Ulm, capital.....	50,000 00
Surplus.....	5,000 00



MANNHEIMER BROS. BLOCK, CORNER THIRD AND MINNESOTA STREETS.

Is 76x150 feet, five stories, built of blue sandstone, with brick annex 50x100 feet, three stories high, for dress and cloak making. Retail dry goods business and large direct importers of choice goods. Employ altogether 200 people.

First National Bank of Northfield, capital.....	50,000 00
Surplus	16,000 00
First National Bank of Owatonna, capital.....	60,000 00
Surplus	12,000 00
Farmers National Bank of Owatonna, capital.....	60,000 00
Surplus.....	7,000 00
First National Bank of Red Wing, capital.....	100,000 00
Surplus.....	20,000 00
First National Bank of Rochester, capital.....	100,000 00
Surplus.....	32,000 00
Rochester National Bank, capital.....	50,000 00
Surplus.....	23,000 00
Union National Bank of Rochester, capital.....	50,000 00
Surplus.....	10,000 00
First National Bank of St. Peter, capital.....	50,000 00
Surplus.....	10,000 00
First National Bank of Stillwater, capital.....	250,000 00
Surplus.....	50,000 00
Lumberman's National Bank of Stillwater, capital.....	250,000 00
Surplus.....	50,000 00
First National Bank of Winona, capital.....	50,000 00
Surplus.....	10,000 00
Second National Bank of Winona, capital.....	100,000 00
Surplus.....	26,000 00
	\$4,167,452 71

VOLUME OF BUSINESS.

The volume of business of St. Paul banks establishes the city's claim to the position of financial center of the Northwest. The increase in business during 1882 over 1881 is in proportion to the advancement in all other classes of St. Paul's trade and traffic. To arrive at the exact volume of business transacted in 1882, recourse is had to the official figures, which show:

Deposits.....	\$10,600,254
Loans.....	14,001,675
Volume exchange.....	91,577,450
Total.....	\$116,179,379

By comparing the above with the official figures of the preceding year, 1881, it is found that the loans increased \$3,669,675, and that the volume of exchange for 1882 surpassed that of 1881 by \$21,777,450. To arrive at a total volume of banking business, many cities, in making reports, double the sum of deposits, loans and exchange, considering that a fair estimate of actual transactions. If the same rule was adopted by St. Paul, the volume of banking business would appear to be \$232,358,758.

NEW BANK BUILDINGS.

The German-American National bank, with a capital of \$2,000,000, is now erecting one of the largest and most costly banking buildings in the West. It is located at the northwest corner of Fourth and Robert Streets, and will have a combined frontage of 250 feet. The structure will be raised five stories above the basement, and will cost between \$150,000 and \$200,000. It is the intention of the builders to make the edifice one of the finest yet built in the Northwest.

The First National bank, capital \$1,000,000, is building a very fine banking house at the northwest corner of Fourth and Jackson Streets. Its combined frontage is 140 feet, and it will be four high stories above the basement. It is the most solidly constructed structure in the city, and will cost between \$90,000 and \$110,000. The Capital Bank will erect early in 1884—a magnificent five-story building on Jackson street, between Third and Fourth Streets.



DRAKE'S BLOCK, EAST THIRD STREET, BETWEEN SIBLEY AND JACKSON.

An elegant structure of red brick with trimmings of terra cotta and brown stone. Is 75x150 feet, has four stories above two high basements. Is occupied as offices and contains the most elegant restaurant west of New York. The block yields an annual income of about \$20,000.

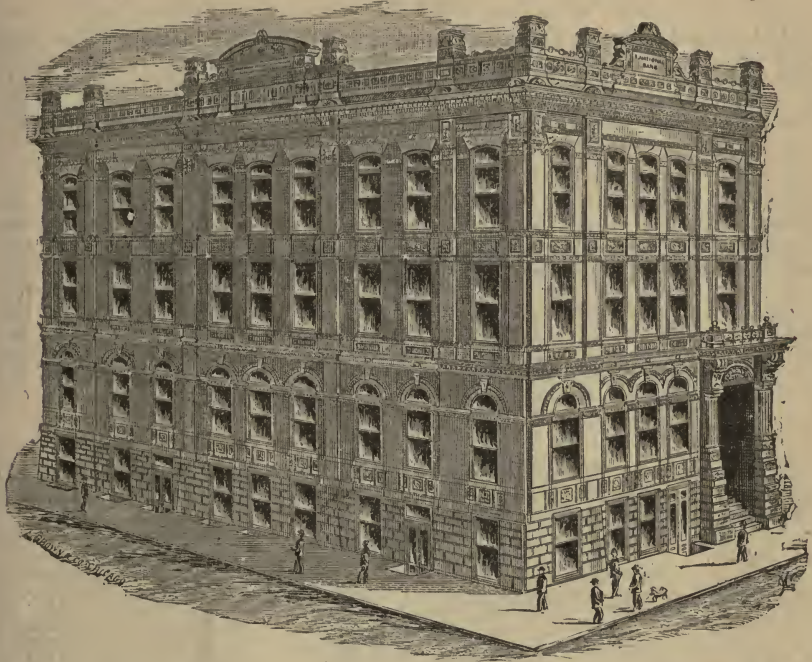
Building and Improvements.

ST. PAUL'S most marvelous development at the present time—excepting only the improvements by railways—is in the upbuilding of its business center. No other city in America can present more substantial evidence of commercial prosperity, as is evinced in the erection of new business houses, than may be found within an area of six blocks east and west, or from Wacouta Street to Wabasha, and four blocks north and south, or from Third to Seventh. Within this area there are now building, projected for immediate work, or completed this season, over \$4,000,000 worth of business or public

blocks exclusive of the value of their sites. Remarkable as is the upbuilding in the district mentioned, it is not more notable, by comparison, than that of other sections which are developing into exclusively business centers. The entire reach of Seventh Street, a distance of six miles, is rapidly becoming an unbroken line of retail houses. Not less than forty-eight new brick stores are now being built on this thoroughfare west of the Seven Corners—in the immediate vicinity of which more than a quarter of a million dollars is now going into new business houses—while east of the Phalen Creek bridge to the Harvester Works, new stores or shops are being build on more than one-half the blocks for the entire distance. Business houses are also extending out Mississippi and Rice Streets—the main thoroughfares leading out of the city to the North—and Dakota Avenue on the West side, bears the same relation to the thriving portion of the city on the other side of the river. There are over 200 distinct business houses represented in the present upbuilding in brick or stone blocks—mostly brick—and to specify any but the more prominent would obviously require too much space. The more important now building, or upon which actual work in the way of perfecting plans, etc., is progressing, are :—

BUILDING.	Street frontage, feet.	Value of Building.
Hotel Ryan.....	800	\$1,000,000
Merchants hotel improvement.....		30,000
Syndicate block, Sixth street.....	150	750,000
Grand Opera House and club house.....	100	265,000
Chamber of Commerce.....	200	100,000
German-American bank.....	250	150,000
First National bank.....	150	100,000
Capital bank.....	40	80,000
Hale's block, Jackson street.....	250	250,000
Davidson block, Fourth street.....	230	150,000
Ryan block, corner Third and Wacouta streets.....	250	100,000
Thompson block Third street.....	65	75,000
Shepard block, Third street.....	50	30,000
Pomroy block, Fifth street.....	50	30,000
Warehouses, Third street.....	300	75,000
Arcade block.....	500	250,000
County Building.....		300,000
Kittson and McKinney blocks, Wabasha street.....	120	120,000
Faber & Gilfillan block, Seventh street.....	200	60,000
Forepaugh block, Seventh street.....	180	40,000
High school.....		125,000
Watson & Rice, Fifth and Jackson.....	75	25,000
Kelly & Lyndeke block.....	100	150,000
Drake block, on Fourth street.....	100	200,000
Government Building on Robert street.....	150	100,000
Noyes Bros. & Cutler, Fifth street.....	300	175,000
Burriss block, Third and Oak streets.....	250	60,000
Knauft block, Seventh, corner Pine street.....	200	75,000
D. A. Robertson, Seventh street.....	180	40,000
P. Herzog, St. Peter street.....	130	25,000
C. M. Dittman, Minnesota street.....	50	25,000
George Benz block, Third street.....	100	25,000
M. Sheire, Robert street, corner Tenth.....	190	25,000
Herman Grove, Fort street.....	120	25,000
Dawson & Smith, Fort street.....	80	25,000
Gross & Justice block, Seventh street.....	180	35,000
Total.....	6,090	\$5,090,000

The figures given on prominent brick business blocks alone thus show a total of over \$5,000,000 valuation and 6,059 feet frontage, or over one mile. Of other brick or stone business blocks in process of erection and not listed, but which have appeared in former issues of the *Pioneer Press*, a careful estimate of cost is \$635,000.



FIRST NATIONAL BANK, CORNER OF JACKSON AND FOURTH STREETS.

A building of great architectural beauty and immense solidity. Has frontage of 140 feet on Jackson and Fourth Streets, and four stories above a high basement. Is built of red pressed brick with ornate trimmings of terra cotta and pink stone. The property of the First National Bank an institution of great wealth and influence.

FRAME STORES AND RESIDENCES.

The latest actual enumeration of frame business houses gave the number 145, valued at \$435,000. The last official enumeration of residences made by the *Pioneer Press* was for the five months ended May 31. Up to that time there were built since January 1, or then in process of erection, 1,568 dwellings, valued at \$1,967,100. Of public buildings there were at the same time in process of erection twenty-two, valued at \$1,535,250.

TABULATED STATEMENT.

BUILDINGS.	No.	Frontage, feet.	Value.
Brick business.....	200	9,000	\$5,645,000
Public.....	22	.....	1,535,250
Frame business.....	145	3,500	435,000
Dwellings.....	1,568*	.....	1,967,100
Total.....	1,935	12,500	\$9,582,350
Amount expended in 1882 on unfinished buildings.....			1,000,000
Total.....			\$10,582,350

*None enumerated that have been begun since June 1, 1883.

ESTIMATES.

As before stated, the above-enumerated dwellings only include those built or in process of construction up to June 1. Judging from the subsequent building, and from the number reported by architects as projected, it is estimated that the year 1883 will add very nearly 4,000 structures to the up-building of St. Paul, and that the money valuation will exceed \$10,500,000.

BRADSTREET'S REPORT

for the week ended October 6, is devoted largely to statistics which show the amount of building done in leading American cities during the past few years and for eight months of 1883. The figures are compiled and presented by so reliable a commercial agency that there is no occasion to question their accuracy, and in them St. Paul has reason to feel special pride. Indeed, if St. Paul was given to boasting, this would be the one grand occasion, for the report proves that this city has advanced within two years from a point (in amount of building done yearly) not worth quoting in the Bradstreet list—that is, it was not reported in 1881—to fourth place among the great cities of the continent, New York, Chicago and Cincinnati alone leading.

WHAT THE FIGURES SHOW.

Bradstreet says: The order in which the cities ranked (so far as reported) during eight months in 1883, based on the gross amounts expended by each in building, is shown as follows:

Chicago.....	\$12,780,000	Kansas City.....	\$2,000,000
Cincinnati.....	11,000,000	Grand Rapids.....	2,000,000
St. Paul.....	9,580,000	Toledo.....	1,490,000
Minneapolis.....	8,310,000	Pittsburg.....	1,420,000
Cleveland.....	3,750,000	Memphis.....	1,300,000
New Orleans.....	3,000,000	Indianapolis.....	1,250,000
Denver.....	3,000,000	Burlington.....	1,100,000
Des Moines.....	2,750,000	Milwaukee.....	1,070,000
Detroit.....	2,580,000	Nashville.....	1,050,000

COMPARISON WITH OTHER CITIES.

By the above it will be seen that during the past eight months St. Paul has expended in new buildings over three-fourths as much money as Chicago; nearly three times as much as Cleveland; more than three times as great a sum as either New Orleans or Denver; almost five times as much as Kansas City; and over nine times as much as Milwaukee. The showing is certainly remarkable and must attract wondering attention wherever Bradstreet is taken as authority. In the above report New York is not given, but in a separate column is placed at \$37,207,112—thus making St. Paul the fourth city in the country in building growth. Inasmuch as it is now susceptible of proof that the season of 1884 will witness greater building activity—especially in business blocks—in St. Paul than the present season, it is probable that this city will rank next to Chicago in building growth after the reports for 1884 are compiled. Recently it has been noted in real estate circles that capitalists from the East seem to have a very lively appreciation of St. Paul's growth.

BUILDING IN 1882.

BUILDINGS.	No.	Frontage.	Valuation.
Brick blocks.....	144	7,716	\$2,520,000
Frame stores.....	87	2,500	162,500
Public buildings.....	29	.....	953,000
Miscellaneous.....	73	.....	888,400
Residences.....	2,178	.....	3,946,600
Totals.....	2,511	10,216	\$8,470,500



THE RICE & WATSON BLOCK, CORNER OF JACKSON AND FIFTH STREETS.

An extremely ornate building of red brick with tasteful trimmings of stone and terra cotta. The Jackson Street frontage is 30 feet and that of Fifth street 100 feet. It is a most suitable companion to the First National Bank building which occupies the other Jackson Street corner of this block. It will be used exclusively for offices, the firm of Watson & Rice, real estate dealers, occupying the corner basement.

* Real Estate. *

\$16,000,000 INVESTED IN A YEAR.

THE volume of real estate transactions in St. Paul has been simply colossal. In 1882 there were 4,497 transfers of realty recorded in the office of the register of deeds, representing a money value of \$9,374,842.60. The number of transactions in Chicago was but 33 per cent larger than those of St. Paul, while the city of Milwaukee reported for 1882 less than \$2,000,000 as the total of her realty transactions for that year, against nearly \$10,000,000 in this city. The sales of 1882 were more than double in number

and value those of 1881, and the present season will keep up the ratio by at least quadrupling those of 1881 in value. To be exact, as reference to the books of the register of deeds demonstrates, the sales of 1882 aggregated \$9,374,842, while the transactions of 1883 for the six months ended June 30, represented a money value of \$7,992,061. From data up to the present time it is certain that the realty transactions in St. Paul for the year 1883 will reach \$16,000,000.

One of the best posted citizens contributes the following in regard to

SALES OF REAL ESTATE IN ST. PAUL.

As in all rapidly growing cities, dealing in real estate has formed a considerable part of the business of St. Paul and is the basis of the wealth of many of her citizens. Many a man who settled in the village of St. Paul held his home until the village expanded into a city, and business demanded his lot even at a cost of many thousands of dollars and before he knew it he was wealthy. The adjacent farmer soon found his acres enveloped and too often instead of comprehending the future—elated at receiving \$200, \$500 or \$1,000 per acre for what ten or fifteen or twenty years ago had cost him but five or ten dollars per acre, sold to the shrewder speculator, who platted and received many times more per lot than he had paid per acre.

Then they said the golden opportunity had passed, but population poured into the tributary country, the city grew, dwellings gave place again to stately business blocks, garden farms became town lots and farms became garden lots. Then fortunes were made and then the golden opportunity was thought to have surely passed. But again and again the process went on and will go on, the city's population swelling, values of property advancing, wealth increasing and business expanding as long as our sister states and European nations pour their surplus population into the wonderfully productive and limitless region tributary to St. Paul.

A glance backward at a few of the changes in value may be of interest to both old settler and new comer, and those contemplating casting their fortunes with us, may learn by the light of these transactions. The eighty acres lying north of Eighth and east of Jackson streets, was entered at \$1.25 per acre, sold to B. F. Hoyt at \$10 per acre, subdivided by him into acre lots and among others was one acre sold for \$350 to Dr. Borup who sold to Horace Thompson for \$40,000. Another acre to Oakes at \$350—who sold to Shaw at \$40,000 and he to Dawson at \$70,000. It is worth now \$150,000.

Borup & Oakes sold to J. E. Warren fifty lots at \$10 each in Kittson's Addition, the last of which Warren has recently sold at \$10,000 to \$20,000 each. These were swamp lots then, into which you could thrust a pole fifteen to twenty feet.

In 1867 H. S. Fairchild bought a lot for \$100, which he sold a few years later for \$1,500 to W. Dawson, who sold last year for \$6,500; it is now worth \$10,000.

In 1868 John Wann bought seventy feet by three hundred at the corners of Fourth and Sibley and Fifth and Sibley for \$2,000 and holds it yet, worth \$150,000 without buildings.

In 1854, forty acres in the flats was bought by Dayton for \$50; now worth millions of dollars. About 1865 R. and J. M. Warner sold scores of lots for the Chouteaus in Kittson's Addition for \$100 to \$250, now worth \$8,000 to \$15,000 each. In 1868 H. S. Fairchild sold for Ira Bidwell at auction hundreds of lots in West St. Paul for \$8 to \$17 each, now worth \$500 to \$1,000 each.

In 1873 Gen. Le Duc sold two lots on Fourth Street, next north of N. P. R. R. headquarters for \$2,600—recently sold for \$35,000.

In 1871 "Selby's cornfield" and other lands west of the city were bought at \$250 to \$400 per acre and platted into Terrace Park, Woodland Park and Summit Park and are now sold in lots at \$1,000 to \$5,000—and hundreds of



PROPOSED CHAMBER OF COMMERCE BUILDING.

them are covered with costly and elegant residences costing from \$10,000 to \$100,000 each.

In 1878 H. S. Fairchild and A. B. Cruikshank bought 160 acres near the Harvester Works for \$20 per acre which they are now selling for \$500 to \$1,200 per acre.

Five years ago twenty-six acres four miles from the city were sold for \$50 per acre—sold last year for \$1,200 per acre.

Mrs. Senator Ramsey bought land west of the city at \$15 per acre for which she has been offered \$1,200 per acre and wisely refused it. Lots on

Dayton's Bluff that sold four years ago for \$300 now sell for \$1,200. C. E. Dickerman bought north half of block forty-nine of Lyman Dayton's Addition for \$2,500 and sold in a year to D. S. B. Johnston for \$6,500. It is now worth \$16,000.

In 1871 Fairchild sold scores of lots for James Stinson in Stinson's-Addition for \$135 to \$150 each, now worth \$1,200 to \$1,500.

Lots on Fourth Street between Jackson and Rosabel that sold for \$5,000 and \$6,000, three years ago are now worth \$25,000 to \$30,000 each.

Three years ago Gov. Marshall sold E. T. Skidmore a lot for \$4,300 on Minnesota Street, recently sold for \$12,500. M. Auerbach three years ago bought sixty acres for \$200 per acre (north of elevator B)—now selling for \$1,200 to \$1,500 per acre.

Five years ago Fairchild sold to C. E. Dickerman the corner of Summit and Nina Avenues for \$40 per front foot and the lots next north to Saunders for \$35 per foot, worth now \$150 per front foot. E. F. Drake bought the east side of Rice Street, north of railroad, a few years ago for \$200 per acre—now selling for \$700 to \$800 per lot.

These are instances selected to represent all parts of the city and its surroundings. Prices have only advanced with actual values. Surrounding improvements made, and the general unparalleled growth of the city were the bases of appreciation.

Hamlin University advanced values tenfold, so did the stock yards and transfer yards. So of Macalester College; Northern Pacific purchases; location of new foundry; extension of Street Railway on St. Anthony Hill; location of St. Paul & Sioux City Railroad shops; extension of Fort Street Railroad. So will the extension of Street Railway on Dayton's Bluff; so has location of Harvester Works and Plow Works; so will location of St. Paul & Duluth shops; so will the establishment of Iron Industries; so will a hundred and one things that come with the growth of a city; so most of all the vast increase of our wholesale trade only yet in its infancy but destined to make St. Paul one of the very largest cities on this continent.

Sam Deering's little dairy farm of sixty-five acres is now worth \$100,000; Brimhall's eighty acre nursery, which he couldn't sell for \$25 per acre before he moved on it, is now worth \$1,000 or more per acre. Robert McMenenny's little garden farm that under the writer's advice he bought for \$50 per acre is now worth \$2,000 per acre, and I have in my mind's eye now scores of poor fellows that will be raised to wealth before they know it; and of acres near the city that can't be sold to-day for \$100 per acre that in lots will, before ten years bring thousands of dollars per acre. Business will drive *all* the valley population on to the hills, and these and the incoming 100,000 people of the next eight or ten years will spread to Hamline and Macalester colleges, to Lakes Como and Phalen. Seventh Street to the Harvester Works will be covered with three and four story brick blocks, so will Maria Avenue. Dayton and Western Avenues will change from residence to business streets, so will Rice and University, the latter in the remote future to be one of the great business arteries of the city.

From Broadway to Fort Street, and from the River to the hill—every foot will be required for business and must be compactly built to answer the demands of trade in ten or fifteen years, and much property in this territory, now worth \$100, \$200 or \$300 per front foot, will be worth \$1,000 to \$2,000 per front foot and meantime can be made to pay a rental of 10 per cent. per year.

Lay this aside ten years and then look over it again and see if I have erred.

INCREASE IN VALUES.

With so great a growth as has been achieved by St. Paul within the past three years, there would naturally follow a material advance in realty values, yet it is held that the increase in prices is not really in proportion to the



MERCHANTS HOTEL, CORNER OF THIRD AND JACKSON STREETS.

growth of population and improvements. First-class business locations on principal streets range in value from \$125 to \$500 per front foot, against double or treble these sums for property similarly situated in lesser towns like Kansas City, Denver, Indianapolis, etc. Choice residence lots in the best localities may yet be had at from \$20 to \$60 per front foot of lots ranging from 125 to 250 feet deep. Fortunes have been made in realty transactions during the past three years; for up to 1880, St. Paul realty was a drug on the market, and still greater fortunes await those who now invest in our great and growing metropolis.



* Religious, Educational and Social. *

FEW cities in the world have more reason to be proud of their religious, educational and social standing than does our young metropolis. It is noted as being remarkably well governed, and its police records show a much less degree of crime than that of any other city of its size in the country. With the most perfect and complete laws and ordinances faithfully enforced, and a government selected from the best classes, the order and system that prevails is a source of gratification to its citizens and a surprise to strangers. All obnoxious occupations, depending upon gambling and kindred vices, are strictly prohibited, and the city is under the most efficient and thorough police surveillance.

CHURCHES.

There are sixty-two churches in St. Paul, as follows :

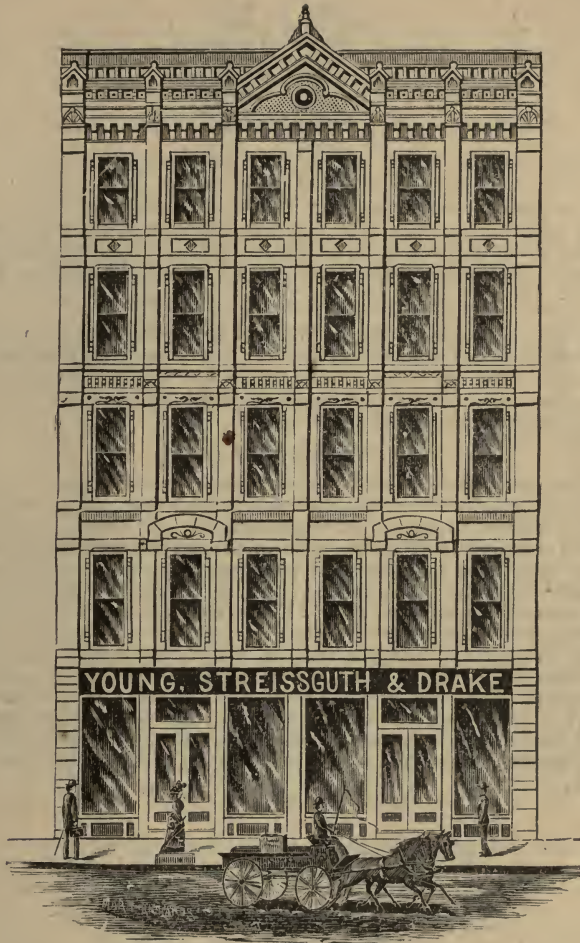
Baptist.....	6	Episcopal.....	8
Catholic.....	9	Hebrew.....	2
Evangelical.....	3	Methodist.....	12
Lutheran.....	9	Swedenborgian.....	1
Presbyterian.....	6	United Evangelical.....	1
Unitarian.....	1		
Congregational.....	4	Total.....	62

Among the pastors there are many of the brightest minds in the country, and the Sunday schools are very largely attended and effectively conducted. The bishop and coadjutor bishop of the Roman Catholic Church are located here and the cathedral congregation is one of the largest in America.

PUBLIC SCHOOLS.

Nothing reflects more credit on the citizens of St. Paul than does the system of public schools. For years the city has borne a high reputation for the excellence of this department of social economy. The population is largely composed of cultured and substantial people from the large cities of the East and from Europe, and they have brought with them their appreciation of the value and need of the best educational advantages. The system is as near perfection as is possible, and the organization is thorough and complete.

Up to two years ago St. Paul, after investing many thousands of dollars in fine school buildings, had ample public school accommodations. Since that time, although 1882 and 1883 (thus far) have witnessed the erection of a \$125,000 high school building and several costly grade school buildings—ranging in value from \$15,000 to \$25,000—it is now discovered that every school is overcrowded; and just what will be required in the way of new buildings next season it is now difficult to determine. One illustration will suffice to indicate the increase of the demands upon school facilities: Two years ago, when the Dayton's bluff school house was erected at a cost of about \$25,000, the school commissioner for that district estimated that the building was large enough to accommodate all possible demands upon it for at least five years. Much to everybody's surprise, the great building was not only completely filled with scholars last year, but this spring a new structure, costing \$15,000, had to be



YOUNG, STREISSGUTH & DRAKE, FOURTH STREET.

The block occupied by this extensive hat, cap and fur firm is 100x50 feet, is five stories above the basement, is fire proof and is built of red brick with stone trimmings. The block which contains two stores, of equal size, the other occupied by Mayo & Clark, wholesale hardware dealers, is owned by Mr. C. D. Gilfillan.

built; and yet the two edifices can barely accommodate the scholars now seeking admission. For two years St. Paul has been spending annually over \$100,000 in new school buildings; and the sum at least will be an ordinary expenditure for years to come. There are now seventeen public school buildings in St. Paul, all of them of the finest class of that kind of architecture. The valuations of buildings and sites are here given:

School	Value.	School.	Value.
High School.....	\$135,000	River.....	\$9,000
Franklin.....	60,000	Van Buren.....	35,000
Humboldt.....	9,000	Webster.....	19,000
Jefferson.....	45,000	Washington.....	22,000
Jackson.....	13,000	Harrison.....	4,500
Lincoln.....	36,000	Garfield.....	18,000
Madison.....	50,000	Adams.....	13,000
Monroe.....	15,000		
Neill.....	15,000	Total.....	\$505,100
Rice.....	5,000		

There are now building a new edifice in Clark's addition, at a cost of \$12,000, and additions to the Lincoln and Van Buren schools, costing \$24,000. Next season at least three new buildings will be required, and are already contemplated. The last enrollment of pupils in actual attendance was 8,750.

PRIVATE SCHOOLS AND ACADEMIES.

Within the corporate limits of St. Paul are twenty-three private schools and academies, with a regular attendance of at least equal numbers with the public schools. Just outside the city limits are located Hamline University and Macalester College, and in the same neighborhood two new colleges, a Baptist and Lutheran, are soon to be located.

THE SOCIAL LIFE

of St. Paul has lost every trace of provincialism, and in point of culture and refinement will compare favorably with that of far larger cities. In the churches, the schools, the literary and social organizations, and also in politics, the most advanced and meritorious ideas and principles form the foundation, and the laws, political and social, are administered with rare discretion, judgment and grace. The business community consists of young, active men, who have mostly been schooled in mercantile pursuits in the Eastern States, but who find here opportunities for expansion and development not offered in their old homes. With a vaster field in which to operate, and an active, energetic class of men with whom to compete in traffic, their minds assume a broader scope, and their faculties become sharpened and more acute. These remarks apply not only to St. Paul, but to the entire new Northwest, the same spirit and attributes being found even in the smallest places. Young men of good principles and industrious habits always succeed here—success is in the climate, and wealth is in the soil.

* Post-Office Business.*

THE amount of business transacted by the post office of a city is one of the best indications of its commercial and social status, and population. St. Paul can surely be proud of the amount of her transactions in this direction and also of the perfect and economical manner in which the business is conducted. At the close of the year 1882 this city showed a larger post office business by several thousand dollars than any other city of its size in the United States, and the portion of the gross-income disbursed in conducting the office was the smallest of any, being but 23.35 per cent., from 28 to 30 per cent. being the usual average. The gross receipts were \$132,702.66 with a population of less than 75,000. To the first of November this year the receipts were \$154,693.90, and for the last two months of the year not less than \$30,000 must be added making \$184,000 for the twelve months, an increase of over \$50,000 or about 40 per cent., a ratio which strictly follows the increase in population and trade.

Supplemental.

WE are enabled to give from a carefully prepared report, published by the *Pioneer Press*, the work of the year in building:

	No. 1883.	Cost 1883.	No. 1882.	Cost 1882.
Amount expended and estimated cost of buildings projected.....	3,480	\$11,938,950	2,511	\$8,470,570
Excess of 1883 over 1882.....				3,468,360

It is certain that 1884 will exceed 1883 in the amount of building fully as much as the latter year has exceeded 1882. It is known that work to the amount of between \$14,000,000 and \$15,000,000 is already arranged for, and such a vast expenditure must add to the population a large number of skilled mechanics.

* * *

During the first ten months of this year,—1883,—there were 502 added to the business firms of St. Paul, and of these fifty-seven were new manufacturing enterprises, showing that such concerns naturally gravitate to the financial and commercial center. All are prosperous and making money and the increase still continues.

* * *

The business facilities of St. Paul have more than quadrupled in the last three years, and there is still a constant demand for locations by new concerns. Fourth street has gained fully seven-eighths of a mile of frontage since 1880. Third street has been increased by the addition within a year of over one-third of a mile of five story brick blocks, and Sibley street has shown the same gain in two years. Seventh street shows nearly two miles of frontage built since 1880, and other business streets have contributed over two more miles of frontage to the aggregate in the same time. St. Paul needs to use no high sounding words to proclaim her greatness and importance, as the most casual observer and investigator can but be immediately impressed with and assured of her present and growing importance. It is the most rapidly growing city on the continent to-day and it is not a matter for wonder that capital and enterprise should flow into it and share the assured prosperity.

* * *

St. Paul is well provided with horse railroads, admirably conducted, and running to every part of the city. The system is being constantly extended and in a short time motor-power roads will be built to make more available the handsome property between the city and Lake Como, as well as westward over the fine avenues. The plateau and beautiful bluffs of West St. Paul are rapidly becoming occupied, the first by prosperous business houses, and the latter by attractive residences.

* * *

St. Paul is especially favored in its water supply, having two fine lakes quite near the city which furnish an almost unlimited quantity of the purest water, in fact amply sufficient for a city of quarter of a million inhabitants. When the city grows to half a million,—as it undoubtedly will within five years,—it will not be forced to rely upon the Mississippi river for a supply as too many of the river cities unfortunately do. The water works are owned and operated by the city and hence entirely in the interests of the people. In connection with the water system it is proper to note the admirable and efficient fire department, than which no city of this size has a better. It is a paid department, officered by the most experienced men, and the organization is so perfect and reliable, that, in connection with the unfailing supply of water, it

has great influence in keeping the rates of insurance much below the average. There are five of the most improved steam fire engines, and several large chemical engines. The city is thoroughly districted, and has an efficient fire alarm system.

* * *

In gas, electric light, telephone and messenger systems, the city is fully up to the times, and in the matters of sewerage, paving and sidewalks it is fast equalling the largest and oldest cities.

* * *

A very large number of the citizens of St. Paul have extensive investments outside of the city in wheat and stock farms, notably N. W. Kittson, whose "Midway" breeding establishment about four miles from the city, is noted throughout the country; James J. Hill, president of the St. Paul, Minneapolis & Manitoba Railway, who takes pride in an immense stock farm near St. Paul; James B. Power, land commissioner of the same railroad, who has a beautiful stock farm in the valley of the Sheyenne River in Dakota; Dennis Ryan, who is building the great hotel, has an interest in a splendid wheat farm in the Red River Valley; Oliver Dalrymple, part owner and superintendent of the mammoth wheat farms in Dakota which have a world wide reputation. There are also many other gentlemen who reside in this city and conduct great agricultural enterprises in the land of "Golden Grain."

* * *

St. Paul is a notable summer resort, thousands fleeing from the enervating heat of points further south to enjoy the delightful and healthful air of this favored locality. There are many charming lakes in close proximity to the city, and on the banks of these lovely sheets of water hundreds of our citizens have elegant summer residences.

* * *

In the prescribed limits of this volume it has been impossible to give many illustrations of our fine business blocks. To give one-half of those worthy of presenting would require a book of great bulk. Those given are simply fair specimens of the style and character of our buildings, and are only intended to influence those who desire to see what an enterprising and thrifty community can do in a short time, to come and view the metropolis of the northwest, the EASTERN TERMINUS of the Northern Pacific Railway—St. PAUL.

* * *

The report of the city comptroller, presented the first of December, shows that the city of St. Paul is the lowest taxed city of any importance in the country, and this at a time when great public works are in progress. It is ample evidence that the city is wisely governed and that its financial affairs are handled in careful and economical manner, while at the same time, no needed improvements are neglected or postponed through mistaken or parsimonious notions.

* * *

At the date of this writing, December 15th, St. Paul is enjoying the most beautiful weather, the thermometer ranging above the freezing point during nearly every day thus far and during the nights only falling to 15° to 20° above zero. The bright, cloudless sky, and the crisp, dry atmosphere produce a pleasure indescribable.

* * *

The Chamber of Commerce of St. Paul is a thoroughly efficient and patriotic body of the most substantial and representative men of the community, and it acts in entire sympathy and accord with the city council in all affairs of public interest. The organization will erect early in 1884 a very handsome, substantial and spacious building, a view of which will be found on page 85. Parties in any part of the world desiring any information relating to St. Paul will receive prompt replies to communications addressed to the Secretary of the Chamber of Commerce.



HOTEL RYAN, CORNER OF ROBERT AND SIXTH STREETS.

This hotel which is now in process of erection, will be one of the most elegant and spacious in the world. The sum of \$1,000,000 will be expended upon it and nothing will be spared to make it a credit and ornament to the rapidly growing metropolis. The hotel will have a frontage of 150 feet on Robert Street and 225 feet on Sixth Street, and will be in the form of a hollow rectangle with an open court in the center 50x130 feet, thus affording the most perfect systems of lighting and ventilating. The building will be seven stories in height and of an elaborate style of architecture, the modern Gothic having been adopted. An excellent idea of the adaptation and combination of the highest types of mediæval architecture and modern fancies, can be gained from the accompanying view. The interior arrangements have received especial attention and will combine every comfort, elegance and convenience known or conceivable in edifices of this description. Apartments *en suite* and single are conveniently disposed throughout the structure, and still the internal plan is so simple that not the least confusion can result in finding the methods of ingress and egress. The main entrance will be on Robert street, while the ladies entrance, with *porte cochere*, will be at the middle of the Sixth street front. Mr. Dennis Ryan, who is building this magnificent palace, is one of St. Paul's most enterprising citizens, and has just completed a block of great beauty and cost at the corner of Third and Wacouta streets. He will also continue his improvements about the hotel, further adorning Robert street and also Seventh street, with elegant blocks. In the immediate vicinity of the hotel, several large and beautiful blocks will be erected in 1884.

PRESIDENT JOHN B. SANBORN'S ADDRESS,

DELIVERED DECEMBER 31st, 1882.

Gentlemen of the St. Paul Chamber of Commerce:

THE close of our current year finds the Chamber in a sound condition financially, and with more power to do good and a broader field for action than ever before.

The assets over all liabilities are \$11,211.86.

In addition to this, 105 perpetual members have agreed to take the bonds of the Chamber to an amount not less than \$500 each, whenever it is deemed advisable to purchase land and erect a suitable building for ourselves and the board of trade; thus placing at our disposal the additional sum of \$52,500, making the aggregate amount available \$63,711.86. Our entire disbursements for all purposes for the present year have been \$5,147.42. In this vastly improved condition this body should achieve much more in the future than in the past, great as its past achievements have been.

The past year has been one of unusual growth, prosperity and development in all parts of the country. In this city the hopes of the most sanguine have been more than realized. Our population has reached a number between ninety and one hundred thousand, estimated from all data at our command.

The enrollment of the children for our schools, which, in 1880, when by the federal census we had 34,000 people, was 4,338, now reaches 8,750.

The number of employes in our manufacturing establishments was, in 1880, 6,029; the number now employed is 12,267.

The number of employes in the wholesale trade in 1880 did not exceed 2,000, while in 1882 the number was 4,684, and now exceeds 5,000.

The assessed valuation of property in the city, which in 1880 was, for personal property, \$8,827,753, and real estate \$21,040,634, and in 1882 was, for personal property \$10,040,538, and real estate \$30,454,499, has now reached at a fair valuation, \$60,000,000.

The amount of business done through the post office has more than doubled since 1880.

So the rule may be applied to any or every branch of business, and the same result is obtained, viz., that the same volume of business and the number of persons employed in it has more than doubled since the census of 1880.

The increase in the wholesale trade of 1882 over 1881 is \$20,372,495, for the full details of which you are referred to the annual report now ready for distribution. While all branches of business show a wonderful increase, that of the wholesale grocery trade is most striking. From 1848 to 1881 this trade has grown to \$6,350,000 for the latter year, but in the single year of 1882 it leaped forward to \$13,533,000, thus gaining more in a single year than in the preceding thirty years. The lumber trade in 1881 had reached \$1,348,000, but in 1882 this trade also sprang forward to \$3,439,622, gaining more in one year than in all our previous existence.

This vast increase in the volume of business required more banking capital and greater facilities for its transaction, and the capital of our national banks, which was \$2,200,000 in 1882, has been increased to \$4,700,000, with a surplus of \$870,431, making an aggregate of \$5,570,431. This exceeds by \$1,402,979 the capital stock and surplus of all the other national banks of the State of Minnesota, as appears by the report of the comptroller of the currency for 1882, which shows the aggregate of capital and surplus of the thirty national banks in the State, outside of St. Paul, to be \$4,167,452.71.

The capital of the state banks in the city, which in 1881 was \$300,000, has now been increased to \$700,000, making the aggregate banking capital of the city at this time \$6,270,431. There are in Minnesota 24 banks, organized under

the state laws, with a capital stock of \$2,333,750, of which amount the banks in St. Paul have \$700,000, which leaves for other banks \$1,633,750, which added to the entire amount of stock and surplus of national banks outside the city, which is \$4,167,452,71, makes \$5,801,202.71, or \$469,228 less than the stock of the St. Paul banks. This amount would seem sufficient to transact all legitimate business upon safe and prudent business principles.

For a city with so much business and capital it must be said that our public improvements, though great and many, in proportion to our growth, progress slowly. Yet great progress has been and is being made. Sewerage has been provided for all the more thickly settled portions of the city; a system of water-works has been projected and adopted that now supplies large portions of the city with water, and will soon supply all portions; street paving is progressing rapidly, and stone sidewalks have been adopted by some property holders, and ordered upon all streets where large business is transacted. A large, well constructed market hall, an elegant high school building, and a house of correction have been built, and provision made for the erection of a court house and city hall commensurate with the future greatness of the city. With all these expenditures taxes have been kept at a moderate rate, and the public debt has not reached 3 per cent. of the value of property subject to taxation.

The early reputation of our climate for salubrity is sustained by all correct vital statistics, and our city has been perfectly free from all epidemics and extraordinary diseases during the whole period of its existence.

There seems to be but little just now in this city requiring the immediate special attention of this body. A new state capitol building has been completed—the erection of a new court house and city hall has been provided for—a new and in all respects first-class opera house will soon be completed—a new hotel, equal in all respects to the best anywhere, fully planned, and arrangements made for its completion by the time that the traveling classes will commence to make their trips to witness the great natural wonders of the Yellowstone Park, means provided to erect a Chamber of Commerce building when you shall consider the time opportune, the improvements of streets, sidewalks and parks, going forward as fast as the public requirements demand upon economical basis and sound principles, the commercial supremacy of the city secured, a railway system fully developed and in operation, all having their headquarter buildings in this city, that recognizes all our rights and claims, including the headquarter buildings of the Manitoba, Northern Pacific, Omaha and Duluth companies, connecting us by through trains with the commercial cities of all the adjoining states and territories, with the lake ports of our great inland sea and the shores of the two oceans; with a system of common schools unsurpassed, where the increasing numbers of our children may be early and properly educated; with an abundance of church edifices to meet the demands of every sect and creed, it would seem that some of us, who have been long in the harness, might be withdrawn and take a desired, if not a needed rest.

The future of the city is assured. The dream of its early founders is already more than realized, while the future is brighter with promise than ever before. We find ourselves as if by magic placed on the most expeditious and economical line of transportation of that commerce that has built up all the great commercial cities of ancient and modern times; that commerce which built up the pre-historic cities of Troy and Smyrna, from which rose to famous commerce, wealth and power Ninevah on the Tigris, or Babylon of fabulous riches and splendor on the Euphrates, which has many times restored Smyrna from desolation, built Rome, and for three centuries has poured its gems and gold, its merchandise and wealth into the lap of London, and made her the greatest of modern commercial cities. By the completion of the Northern Pacific we are brought nearer in point of time for, and expense of transportation to, the products and commerce of Japan, China and the eastern portion of the Indies than was Ninevah, Babylon or Smyrna in the days of their glory and power. If our statesmen can devise some plan whereby our supremacy

in the carrying trade of the Pacific ocean can be established and maintained, there is no reason why we should not seize upon and henceforth control that commerce which in all periods of the world's history has enriched beyond computation the people that have held it in their grasp.

It is a commerce with nations having more than one-half the whole population of the globe, and accustomed to wear fabrics produced from cotton grown in this country. Why should not the cotton goods required by six hundred millions of people in the Orient be manufactured by labor and machinery along the line of this new highway of nations, and be laid down at their doors more cheaply than ever before? Thereby a new and vast field for both labor and capital would be opened, most remunerative to both, and unspeakable benefits be derived by those that produce and those that consume.

The whole value of goods imported into Asia during the past year is \$754,669,000. Of this amount Great Britain imported \$281,631,000, while the United States imported only \$17,510,000. And during the same period Great Britain received in exports \$225,806,000, and the United States \$53,838,000. This vast advantage is secured by Great Britain by maintaining her supremacy in the carrying trade on the ocean and on all the navigable rivers of the Orient. That government has been able to subsidize lines of steamers on the ocean and on rivers without demoralization or detriment, and this has accomplished the result. The profits of this carrying trade must exceed \$100,000,000 annually, and Great Britain receives them all. Must we as Americans admit that we have reached a point in our political history where to grant a money subsidy for any purpose is to corrupt many public men and send favorite leaders of both parties to dishonored graves? Whether the prize offered in the control of or fair competition for the commerce of the Pacific is not sufficient to justify one more attempt, in the hope that the lessons of the past and the purer patriotism of this day may not be sufficient to enable our public men to resist the temptation to take advantage of public necessity for personal gain is a question worthy the most serious consideration of our merchants, officers, statesmen and people.

With the Northern Pacific completed and a first-class line of American steamers on the Pacific, the products of Japan, of China and the East Indies can be laid down at our doors in thirty days. It is not too much to believe that a few years will witness through bills of lading between St. Paul, Yokohama, Canton and Hong Kong, and the fabrics manufactured by our water powers on the Otter Tail, St. Louis, St. Croix and Mississippi, now running to waste, will find their readiest and best market with the merchant princes of the Orient, who henceforth will soonest find the west by traveling east, and that thereby the countless millions of wealth that hitherto have been received by the cities of western Asia and Europe will be received and retained by the producing classes and merchants of the Northwest.

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EDWARD W. NOLAN SYLLABUS OF SAINT PAUL.

ST. PAUL THE METROPOLIS OF THE NORTHWEST.

Head of Navigation of the Mississippi River—Railway Centre of the Northwest, and the Gateway to the Pacific.

See pages 10, 14, 21, 25, 28, 29, 30, 32, 44, 47, 50, 52, and from 60 to 96.

THE PROPHETIC CITY.

In the year 1860, standing on the platform at the door of the capitol of the State of Minnesota in St. Paul, the sagacious and lamented statesman, Wm. H. Seward, whose far-seeing vision led him to predict in advance the "irrepressible conflict" which ended in the great rebellion, made another prophetic utterance which is equally certain to be fulfilled. His words were in substance these: "*I find myself for the first time upon the high land in the center of the continent of North America, equi-distant from the waters of Hudson Bay and the Gulf of Mexico. Here is the place—the central place where the agricultural products of this region of North America must pour out their tributes to the world. I have cast about for the future and ultimate seat of power of North America. I looked to Quebec, to New Orleans, to Washington, San Francisco and St. Louis for the future seat of power. But I have corrected that view. I now believe that the ultimate last seat of government on this great continent will be found somewhere not far from the spot on which I stand, at the head of navigation of the Mississippi river.*" [See speech of HON. E. F. DRAKE, p. 50.]

In the year 1884, January 6th, Rufus Hatch said :

I know the Northern Pacific to be a splendid road, and it is coming out all right if rightly managed. It's a magnificent thing for St. Paul, and will bring that city all the business of the Northwest.

Since the excursion over the Northern Pacific and to the Yellowstone, I have cut out twelve long editorial and local notices of that region from the London Telegraph, that reaches 100,000 persons a day; ten from the London Times and nine from the London Post. They are still keeping it up. So are the German papers. It is worth millions to the Northwest. Foreign capitalists will bring \$100,000,000 into the country to invest there this year. They know about the country now. I believe it is the place to put money, and bought a large block of land last month.

"I think the growth of St. Paul in the next twenty-five years will far exceed that of the last twenty-five years."—HENRY VILLARD'S speech, page 10.

"I have seen many grand processions, civic and military, but such a display as this of a city's industries I have never seen."—GEN. GRANT, page 29.

HOW MR. SEWARD'S PROPHECY IS BEING FULFILLED.

Population of St. Paul 1850, 840; 1860, 10,600; 1870, 20,300; 1880, 41,498; 1883, 100,000.

Buildings erected in 1883. Bradstreet's report for eight months of 1883 ranks St. Paul the fourth city in the United States, as follows: New York, \$37,217,000; Chicago, \$12,780,000; Cincinnati, \$11,000,000; St. Paul (Bradstreet, \$9,580,000) \$11,938,950 the actual amount for the year; Minneapolis, \$8,310,000; Cleveland, \$3,750,000; New Orleans, \$3,000,000; Denver, \$3,000,000; Des Moines, \$2,750,000; Detroit, \$2,580,000; Kansas City, \$2,000,000; Grand Rapids, \$2,000,000; Toledo, \$1,490,000; Pittsburgh, \$1,420,000; Memphis, \$1,300,000; Indianapolis, \$1,250,000; Burlington, \$1,100,000; Milwaukee, \$1,070,000; Nashville, \$1,050,000.

Increase of Commerce. New business houses established 1883, 608; number of business houses erected 1883, 394; value, \$2,682,500; street frontage, 10,216 feet or about two miles.

Wholesale Business. 1870, \$9,813,000; 1878, \$31,939,500; 1881, \$46,555,999; 1882, \$66,628,494; 1883, \$81,000,000. Number of first-class jobbing houses in 1882, 276, over 33 per cent. increase in 1883.

The Mercantile Agency of R. G. Dun & Co.'s report showed number of business houses in St. Paul 1879, 570; 1881, 1,030; 1883, 1,825. Minimum of capital, five houses, over \$1,000,000; six houses, \$750,000; seventeen, \$500,000; thirty-three, \$300,000; fifty-one, \$200,000; seventy, \$125,000; 107, \$75,000; 162,

\$40,000; 268, \$20,000; 405, \$10,000; 545, \$5,000. Total minimum capital of 1,825 houses, \$73,490,000.

Increase of Manufactures. 1870, 88 houses, 985 employes, \$1,611,378 products. 1882, 694 houses, 12,267 employes, \$22,390,589 products. 1883, 751 houses, 17,000 employes, \$33,000,000 products.

Growth of Custom House Business. 1879, \$11,821.56; 1880, \$16,788.63; 1881, \$30,809.85; 1882, \$45,248.28; 1883, \$64,016.06.

Growth of Postoffice Business. Gross Yearly Income.

1875.....	\$58,922.63	1878.....	\$63,922.59	1881.....	\$128,156.45
1876.....	57,092.85	1879.....	81,299.92	1882.....	173,131.31
1877.....	53,412.82	1880.....	102,450.33	1883.....	190,907.36

Money Order Business.

1875.....	\$1,254,037.00	1878.....	\$1,853,613.35	1881.....	\$3,679,525.17
1876.....	1,326,409.81	1879.....	2,517,523.91	1882.....	4,018,241.33
1877.....	1,433,969.79	1880.....	2,893,695.40	1883.....	4,071,303.90

Railroad Growth. Cost of improvements made by St. Paul roads 1883, \$25,836,500; local improvements, \$1,573,000; miles of road built for 1880, 1,478; 1881, 2,081; 1882, 2,400; 1883, 1,319. Passenger trains in and out of St. Paul daily, 165; railways making St. Paul principal terminus, 7; new railways now seeking entrance into St. Paul 8, viz., Wisconsin Central, Minnesota & Northwestern, St. Paul Eastern Grand Trunk, Winona, Alma & Northern, Chicago, Burlington & Quincy, Chicago & Rock Island, new line to Duluth, Green Bay, Winona & St. Peter.

Increase of Banking Business. Bank capital 1870, \$900,000; 1883, \$5,550,000; exchange sold 1870, \$16,637,563; 1883, \$103,683,070 by National Banks alone (official.) Average deposits 1870, \$1,417,921; 1883, \$11,897,561 by National Banks alone.

ST. PAUL'S RELATIVE STATUS AS A MONEY CENTER.

Figures from October report, 1883, of the National Comptroller of the Currency.

Cities.	No. of Banks.	Resources.	Cities.	No. of Banks.	Resources.
1—New York.....	48	\$457,217,563	10—St. Paul.....	5	\$16,935,096
2—Boston.....	54	192,020,596	11—New Orleans.....	7	16,040,934
3—Philadelphia.....	32	117,776,564	12—Albany.....	7	15,073,754
4—Chicago.....	11	74,463,102	13—Louisville.....	9	14,517,043
5—Pittsburg.....	23	46,344,686	14—Detroit.....	5	13,561,914
6—Baltimore.....	17	45,962,456	15—Milwaukee.....	3	7,263,784
7—Cincinnati.....	13	38,102,558	16—Washington.....	5	4,975,391
8—Cleveland.....	7	18,111,481	17—San Francisco.....	1	4,101,582
9—St. Louis.....	6	17,308,914			

ST. PAUL COMPARED TO OTHER MINNESOTA CITIES.

OCTOBER REPORT, 1883, NATIONAL COMPTROLLER.

St. Paul, Banking Capital.....	\$5,550,000
Banking Capital of all the other National Banks in Minnesota (38 in number).....	4,451,600
Excess of St. Paul over all others combined.....	\$1,098,400
Deposits in St. Paul National Banks.....	11,897,561.00
Deposits in all other National Banks in Minnesota combined	9,833,906.63
Excess of St. Paul over all others combined.....	\$2,063,654.37

St. Paul's Health Status. (See pages 61-2 official figures.) St. Paul's average death rate to the 1,000, 11.65; 51 healthy districts in England, 34 years, 17; New York, 24.36; Philadelphia, 19.02; Boston, 20.43; Chicago, 18.24; New Orleans, 34.83; Detroit, 14; St. Louis, 11.69; San Francisco, 19.86; Knoxville, 14.72; Cincinnati, 17.81; Washington, 24.39. Average of the world, 22.

